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FIRST ANNUAL REPORT

OF THE

Colorado:

RAILROAD COMMISSIONER

OF THE

STATE OF COLORADO,

FOR THE

YEAR ENDING JUNE 30,

1885.



DENVER, COLORADO:
COLLIER & CLEVELAND LITH. CO., STATE PRINTERS.
1886.

STATE OF COLORADO,
OFFICE OF THE RAILROAD COMMISSIONER,
DENVER, January 30, A. D. 1885. }

To His Excellency, BENJAMIN H. EATON,
Governor of the State of Colorado:

In compliance with the statute creating this office and defining the duties thereof, I have the honor to herewith submit the first annual report of the Railroad Commissioner of Colorado.

The provision of law requiring this report reads as follows: "The Railroad Commissioner shall, on or before the first day of December of each year, make a report to the Governor of his doings for the preceding year, ending June 30, containing such facts, statements and explanations as will disclose the working of the system of railroad transportation in this State, and its relation to the general business and prosperity of the State, and such suggestions and recommendations in regard thereto as may to him seem appropriate."

Section 11 requires railroad corporations to annually, between the first day of August and the first day of September, make returns to the Commissioner in manner and form as he may prescribe; to the end that the Commissioner may be enabled to make his report from the information thus furnished.

As required by this section, the Commissioner prescribed the form of such returns, caused them to be printed, and forwarded the same to the respective railroad companies on the twenty fifth day of July. Of the sixteen returns made, but one was made within the time prescribed; and eight of them did not reach this office until the twelfth day of December, being twelve days after the Commission-

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er's report should have been made to your Excellency. This delay upon the part of the railroad companies is the cause of the delay in making this report within the time prescribed by statute. The Commissioner was repeatedly assured by the several companies that the work was progressing as rapidly as possible, but that, from various causes, delay with them was unavoidable. One of the principal causes assigned was, that being the first return under the law, and the company having no knowledge of the information which the Commissioner would require, nor the form which he would prescribe for giving it, occasioned an increase of clerical labor over what will be necessary in making future returns. Other causes assigned were that the accounts of the company were kept differently from the manner in which they were required to be given; that the ending of the fiscal year of the company being at a different date from that fixed by law for returns, required additional labor in making up the various accounts; that the character and volume of information required, necessitated the overhauling of books, records, reports and files which were never kept with a view of furnishing matter for such returns. These several causes not only led to additional work in preparing the returns, but in some instances rendered it impossible to give the required information within the time necessary to have it appear in this report. Improvement is promised in succeeding returns.

The necessity first forced upon the Commissioner being to familiarize himself with the routine business of the office, he, immediately after qualifying, visited Iowa and Kansas to consult with the Railroad Commissioners of those States and gain a general knowledge of their practice under similar railroad statutes. To the Hon. Peter A. Day, of the Iowa Board, and Hon. E. J. Turner, Secretary of the Kansas Board, the Commissioner of Colorado is under great obligations for knowledge imparted, which enabled him to systematize the work of this office.

Having procured an office, necessary furniture, books and stationery, the Commissioner on the first day of May appointed William M. Cox, Secretary, as authorized by section three of the Railroad act. He discharged the duties of that office until June 15, when he resigned on account of ill health, and shortly afterwards died. He was selected solely on the grounds of his long railroad experience; and, had he survived, would have been a valuable adjunct to the Commissioner in the discharge of his duties. Henry Felker was appointed his successor, and has ever since performed the duties of the office. Finding that it was absolutely necessary in carrying on the work of the office to have the services of a stenographer and type writer, the Commissioner employed a competent person for such service, who has also acted as clerk both to the Commissioner and Secretary.

The first principal work of the office was to gather information sufficient to enable the Commissioner to prepare blank forms of annual returns of railroad companies to the Commissioner, as required by law. This work was prosecuted to completion, as hereinbefore stated. The railway companies and the Pool Commissioner cheerfully furnished all classifications, schedules, rate sheets, time tables and other information whenever requested. Railway officials without exception, from the first, manifested a willingness to assist the Commissioner in gaining a correct knowledge of railway management; and their kindly assistance has materially lightened the labors of the Commissioner and his Secretary in the discharge of their duties.

RULES.

Very soon after entering upon the discharge of the duties of the office, the Commissioner became convinced that it would be necessary to have some settled rules gov-

erning the manner of making complaints and the proceedings subsequent thereon. Parties would appear before the Commissioner, make an oral complaint and ask that the same be investigated. When requested to reduce the same to writing, or even sign the same after written out by the Commissioner, they would almost invariably decline to do so. They evidently were either afraid of the railroad officials, or were laboring under the belief, that if the Commissioner bore the relation of complainant in the case, an investigation by the Commissioner would be more likely to be followed by a decision against the railroad company. However blind to prejudice the Commissioner might be in such a proceeding, he did not feel like assuming the responsibility of being prosecuting witness, prosecuting attorney and jury, all in the same case; and in order that the people might know the steps necessary to be taken to put on foot an investigation by the Commissioner, the following rules were adopted:

First—All questions submitted to the Commissioner for his opinion, or complaints against railway companies upon which an examination is sought, must be made in writing and signed by the person or persons or corporation making or submitting the same.

Second—Where the rate of passenger fare or freight tariff is claimed to be extortionate on any line of railroad, or portion thereof, and such extortionate rate or tariff affects the community generally along such line of road, and the relief sought is a reduction of such rate or tariff, the complaint must be made and signed, either by the County Commissioners or twenty-five citizens of the county through which such offending railroad runs.

Third—In cases of unjust discrimination against a locality or community, the complaint must be made by the County Commissioners of the county embracing such locality, or by twenty-five citizens of the locality or community injuriously affected.

Fourth—In all cases of unjust discrimination or extortion that injures an individual, firm or corporation, or a particular branch of business or trade in which such person, firm or corporation shall be engaged, the complaint must be made by the injured party, his agent or attorney. Any number of persons or corporations injured by the same cause may join as complainants in such complaint.

Fifth—All other complaints must be made by the party who suffers the injury complained of, his agent or attorney.

Sixth—All complaints must contain a plain, intelligible statement of the facts constituting the grievance to be investigated, together with the relief asked for. No particular form or statement will be required. Complaints mailed to the Commissioner will receive the same prompt attention as though personally presented. Should additional facts be deemed necessary, the complainant will be notified at once.

Seventh—Upon presentation of the complaint, the Commissioner will immediately notify the railway company charged, of the substance of the complaint, and unless relief be granted to the complainant within a reasonable time thereafter, an examination will be ordered, of which both parties will be given reasonable notice.

That examinations might be limited to the matters actually in dispute, and the Commissioner apprised of the facts he would be called upon to investigate, the following rules were subsequently made concerning the answer of respondent :

Eighth—If respondent company desires to defend against such proceedings, either by denying the matters set forth in the complaint or petition, or by interposing an affirmative defense to the relief asked, such respondent shall, within ten days after receiving a copy of such complaint, make and file in the office of the Commissioner an answer in writing setting forth such defense.

Ninth—If any new matter be set forth in respondent's answer, the complainant must, within five days after receiving notice thereof, deny the same, or such defense shall stand admitted.

Tenth—The question of jurisdiction of the Commissioner, may be raised either by demurrer or answer.

Eleventh—In all disputed questions of fact, the issue must be supported either by affidavit, if not objected to, or oral testimony, to the end that the same may be preserved with the record and files of the case, and determinations be founded upon the true state of facts.

The foregoing rules were established as well for the protection of the rights of the parties, as for greater certainty of the Commissioner's arriving at a correct conclusion on the merits of the controversy.

SCOPE OF REPORT.

Under the law, a large discretionary power is left to the Commissioner, both as to the information to be required of the railroad companies and the contents of his report. The information necessary to "fully disclose the working of the system of railroad transportation and its relation to the general business and prosperity of the State," embraces a limitless field of investigation. It is fair to presume, however, that the law contemplated that the scope of the report should be bounded by the Commissioner's knowledge of the subject. Having entered upon the duties of the office on the seventh day of April last past, and being required to report his doings from that time only to the close of the fiscal year ending June 30, following, it cannot be expected that the Commissioner will be able to embrace in this report only a small portion of the subject matter designed by the law to be reported. And as another year will elapse

before the meeting of the General Assembly and another year of experience be added to the general stock of intelligence on the working of the railroad system under the law of this State, I shall refrain from making "suggestions and recommendations," and confine myself to the information actually gathered and the things I have actually done during such fractional part of the past fiscal year.

As the first business of a railroad corporation after organization is to issue stock and bonds, that order will be preserved in commencing this report.

STOCK.

The Denver and Middle Park and the Georgetown, Breckenridge and Leadville railroad companies have returned no stock issued. The Atchison, Topeka and Santa Fé Railroad Company reports \$11,381,900 stock issued in exchange for stock of other companies whose lines of road are operated by that company. The returns of the Pueblo and Arkansas Valley Railroad Company shows that all of its stock is owned by the Atchison, Topeka and Santa Fé Railroad Company, excepting nine shares held (one share each) by the Directors, amounting to \$900. The total issue of stock of the last-named company, amounting to \$5,616,200, less the nine shares of Director's stock, is included in the \$11,381,900 of exchange stock reported by the Atchison, Topeka and Santa Fé Railroad Company as aforesaid. In point of fact the Pueblo and Arkansas Valley Railroad Company's stock no longer represents any road, except for the purpose of control. The stock representing the 282.11 miles of Pueblo and Arkansas Valley Railroad appears in the following tabulated statement as stock of the Atchison, Topeka and Santa Fé Railroad Company for road in Colorado.

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The Denver and Rio Grande Railway Company reports \$38,000,000 of stock issued upon 1,317 miles of road. This includes 156.32 miles of road in New Mexico. No proportion for Colorado is given, and the Commissioner is unable to make other than an arbitrary division, which might be far from a correct proportionate share for this State. These pieces of road in New Mexico being only a small and profitless part of a whole, which is practically a Colorado system of railroad, the entire 1,317 miles throughout this report are treated as Colorado railroad.

The total amount of stock reported is \$177,476,750. Deducting the mileage upon which no stock has been issued, makes an average of \$28,661.43 per mile on 6,192.18 miles of reported road. The total stock representing road in this State upon which stock has been issued is \$75,215,067.74, or \$25,202.38 per mile. The total number of stockholders reported is 8,774. The number of holders in Colorado is sixty-nine. The amount held in Colorado is \$2,977,575. This includes \$2,740,000 of D. & N. O. stock held in trust.

DEBT.

The Georgetown, Breckenridge and Leadville, and the Denver and Middle Park Railroad Companies each report no funded debt, and the former but \$6,952.92 of floating debt. The stocking and bonding of these roads have not been forgotten.

From the report of the directors of the Union Pacific Railway Company to its stockholders for the year ending December 31, 1884, it appears that the roads were built in the interests of the latter company, and that an early issue of securities is anticipated.

The entire debt of the Pueblo and Arkansas Valley Railroad Company, amounting to \$4,875,000 funded, \$79,540.01 floating debt, and aggregating \$4,954,540.01, is assumed by the Atchison, Topeka and Santa Fé Railroad Company, and is embraced in its return as that amount of debt, representing its road in Colorado.

The total debt, funded and floating, on all roads reporting, excepting the Denver and Middle Park, and the Georgetown, Breckenridge and Leadville Railroads, and aggregating 6,192.18 miles, is \$212,424,746.87, or \$34,305.32 per mile. The total debt representing road in Colorado, excepting the same two companies, is \$75,586,612.04, or \$25,326.91 per mile.

STOCK AND DEBT.

The total stock and debt amounts to \$400,014,918 94, or \$64,600.01 per mile.

The stock and debt representing the road in Colorado is \$150,801,629.78. This is an average of \$50,529.29 per mile. There is no apparent difference between narrow and standard gauge road, in capacity to issue stock and carry debt.

The following table shows the stock, debt and total thereof, together with the stock and debt per mile of road in Colorado, of each company, as it was returned to this office.

| RAILROAD. | Miles. | Stock. | Debt. | Stock and Debt. | Stock and Debt Per Mile. |
|----------------|----------|-----------------|-----------------|------------------|--------------------------|
| A., T. & S. F. | 282.11 | \$5,616,200 00 | \$4,954,540 01 | \$10,570,740 01 | \$37,471 60 |
| B. & C..... | 174.89 | 4,026,000 00 | 4,026,000 00 | 8,052,000 00 | 46,040 36 |
| C. C..... | 327.07 | 6,230,300 00 | 4,788,000 00 | 11,018,300 00 | 33,688 51 |
| D. C..... | 6.25 | 300,000 00 | 205,031 38 | 505,031 38 | 80,805 02 |
| D., U. & P.... | 33.30 | 687,000 00 | 618,000 00 | 1,305,000 00 | 39,189 18 |
| D. & R. G..... | 1,317.00 | 38,000,000 00 | 28,623,000 00 | 66,623,000 00 | 50,586 93 |
| D., S. P. & P. | 322.15 | 6,142,800 00 | 6,317,291 00 | 12,460,091 00 | 38,667 92 |
| D. & N. O..... | 137.54 | 2,740,900 00 | 2,535,231 66 | 5,276,131 66 | 38,360 42 |
| D. & B. V..... | 27.00 | 700,000 00 | 598,105 18 | 1,298,105 18 | 47,662 95 |
| *D. & M. P.. | ..... | ..... | ..... | ..... | ..... |
| *G. B. & L.... | ..... | ..... | ..... | ..... | ..... |
| G. B. & C..... | 5.09 | 60,000 00 | 60,000 00 | 120,000 00 | 20,000 00 |
| G., S. L. & P. | 53.90 | 808,500 00 | 808,000 00 | 1,616,500 00 | 29,990 72 |
| U. P. Con..... | 298.14 | 9,903,317 74 | 22,053,412 81 | 31,956,730 55 | 107,180 28 |
| Total..... | 2,984.44 | \$75,215,017 74 | \$75,586,612 04 | \$159,801,629 78 | \$50,529 29 |

* No stock nor bonds issued.

COST.

It is impossible to gather from the returns made to this office, any correct information of the actual cost of building and equipping the railroads in this State. Sufficient does appear to indicate that railroad construction was, in the majority of cases, inaugurated solely as a speculative enterprise and upon a strictly speculative basis. The original cash outlay appears to have been confined to the purchase of sufficient printer's ink and paper out of which to manufacture stock books and blank bonds. Two sets of speculators engaged in the enterprise. First, railroad incorporators; second, railroad constructors. Two organized companies, often so closely intermingled as to be undistinguishable, but still ever present and enjoying an alleged individuality. The first, ground out the stock and bonds at a profit; the second threw the road together at a profit, and

the deluded capitalist invested at a loss. The result of the enterprise, as it comes down to us, is millions of stock, millions of bonds and some half-constructed railroad. Right here commences the labor of working out the railway problem. The capitalist who has in good faith invested his money, asks for a just return upon his investment. The people demand that such return shall be based upon the actual cost. The books containing the accounts of the construction company are not in the possession of the stockholders, the bondholders, nor the railroad company. The only information obtainable from these returns, is the amount of stock and bonds issued and delivered in payment of construction. Their value, as fixed by the contracting parties, is unknown. That the stock largely represents fictitious capital is unquestionable. That the bonds were sold far below par is beyond doubt.

Stock and bonds were the only things in sight to build with, and they had to be disposed of for whatever they would bring in the money market. It must also be borne in mind, that labor and material were very much higher at the time of construction of Colorado roads than at present; and that the actual cost, whatever that may be, was proportionately greater than the same roads could be built for now.

In looking over the whole ground, and giving railroad companies due credit for their part in the work of development of the resources of the State and building up its present financial and commercial standing, one cannot help but admit that they have been worth, and are to-day worth, all of the sacrifice made in building them. They are to-day worth to the State as much as they are represented to have cost in construction. Though most of them were poorly constructed, most of them are at the present time being creditably reconstructed. The only question for solution is, what proportionate sum of reported cost shall constitute a basis for computation of transportation rates.

Most of the companies have returned their entire stock and bonds as being issued for construction. The Colorado Central, the Denver, Utah and Pacific and the Denver and New Orleans are the only roads that have fully reported the cost of road and equipment separately. The Denver Circle reports nothing of its cost, or anything else worth mentioning. The Denver and Boulder Valley reports neither cost or equipment. The Pueblo and Arkansas Valley is leased to, and equipped by, the Atchison, Topeka and Santa Fé. The Denver and Middle Park, Georgetown, Breckenridge and Leadville, the Golden, Boulder and Caribou and Greeley, Salt Lake and Pacific railroads are equipped by the Union Pacific Railway Company.

The following statement, together with table No. V, will show the meager information returned to this office; and how utterly futile it would be to attempt any computation of the actual cost of construction.

| COST OF ROAD IN COLORADO. | | | | |
|---------------------------|-----------------|---------------|-----------------|--------------|
| RAILROAD. | ROAD. | EQUIPMENT. | TOTAL. | PER MILR. |
| B. & C..... | * | * | \$ 8,166,707 81 | \$ 46,697 92 |
| C. C..... | \$10,708,563 14 | \$ 515,805 73 | 11,224,368 87 | 34,318 00 |
| D. C..... | † | 40,000 00 | ..... | ..... |
| D. U. & P..... | 1,305,000 00 | 109,653 88 | 1,414,653 88 | 39,189 18 |
| D. & R. G..... | * | * | 66,623,000 00 | 50,586 94 |
| D., S. P. & P..... | * | * | 12,747,291 38 | 39,569 43 |
| D. & N. O..... | 3,015,136 79 | 269,431 90 | 3,284,568 69 | 23,880 65 |
| D. & B. V..... | ..... | † ..... | ..... | ..... |
| D. & M. P..... | 29,720 90 | ‡ ..... | ..... | ..... |
| G. B. & L..... | 428,380 81 | ‡ ..... | ..... | ..... |
| G. B. & C..... | 120,000 00 | ‡ ..... | ..... | ..... |
| G., S. L. & P..... | 1,616,500 00 | ‡ ..... | ..... | ..... |
| P. & A. V..... | 10,150,624 41 | ‡ ..... | ..... | ..... |
| U. P. Con..... | * ..... | ..... | 25,884,464 11 | 86,819 83 |

* Not reported separately.
‡ Equipped by U. P. Con.

† Not reported.
‡ Equipped by A. T. & S. F.

TRACK IN COLORADO.

There are in the State, exclusive of sidings, 1,245.95 miles of standard, and 1,594.56 miles of narrow gauge road. Total miles, 2,840.51. Miles of road operated in State, 2,796.51; there being 44 miles of road owned by the Colorado Central Railroad Company, from Fort Collins to Colorado Junction, which is not operated. There are 138.9 miles of three-rail track; 168.96 miles of broad gauge, and 196.02 miles of narrow gauge siding. Table No. XIV. shows the length of siding at each station on each railroad. By comparison with the return of business done at each station, an estimate can be made whether siding capacity is sufficient for character and amount of business at each stational point. Track composition consists of 814.95 miles of steel, and 431 miles of iron rail on standard gauge roads; and 1,278.84 miles of steel, and 315.72 miles of iron rail on narrow gauge roads. The weight of narrow gauge iron rail runs from 30 to 56 pounds per yard, and from 30 to 45 pounds of steel rail per yard. Standard gauge steel rail runs from 52 to 61 pounds per yard, and iron rail from 48 to 56 pounds per yard.

The following table shows the number of miles of standard and narrow gauge track; number of miles of steel and iron rails in line track, together with the curvature, tangent and siding of each respective road:

BROAD GAUGE.

| ROADS. | Miles. | Steel. | Iron. | Curvature. | Tangent. | Siding. |
|---------------------|----------|--------|--------|------------|----------|---------|
| B. & C..... | 174.89 | 174.89 | ..... | 16.937 | 157.970 | 19.69 |
| C. C | 281.72 | 151.16 | 130.56 | 55.115 | 239.240 | 36.40 |
| D. & B. V..... | 27.00 | ..... | 27.00 | 8.208 | 18.791 | 7.60 |
| D. & N. O..... | 137.54 | 132.76 | 4.78 | * | * | 7.40 |
| G. B. & C..... | 5.09 | ..... | 5.09 | 1.371 | 3.780 | 2.65 |
| G. S. & P..... | 39.46 | ..... | 39.46 | 13.939 | 39.960 | 7.00 |
| A., T. & S. F. | 282.11 | 165.54 | 116.57 | 57.584 | 224.521 | 43.62 |
| U. P. Con..... | 298.14 | 190.60 | 107.54 | 42.250 | 245.277 | 44.60 |
| Total..... | 1,245.95 | 814.95 | 431.00 | ..... | ..... | 168.96 |

* Not reported.

NARROW GAUGE.

| ROADS. | Miles. | Steel. | Iron. | Curvature | Tangent. | Siding. |
|--------------------|----------|----------|--------|-----------|----------|------------|
| C. C | 45.35 | 19.12 | 26.23 | * | * | * |
| D. C..... | 6.25 | ..... | 6.25 | † | † | .40 |
| D. & R. G..... | 1,160.68 | 1,010.23 | 150.45 | 337.880 | 938.000 | 156.07 |
| D., S. P. & P..... | 332.15 | 227.10 | 95.05 | 96.364 | 220.895 | 29.40 |
| D. & M. P..... | 3.92 | ..... | 3.92 | 1.794 | 2.205 | .22 |
| D., U. & P..... | 33.30 | ..... | 33.30 | † | † | 5.40 |
| G. B. & L..... | 8.47 | 8.27 | .20 | 3.619 | 4.850 | 1.11 |
| G. S. & P..... | 14.44 | 14.44 | ..... | * ..... | * ..... | 3.42 |
| Total..... | 1,594.56 | 1,279.16 | 315.40 | ..... | ..... | 196.02 |

* Reported with B. G.

† Not reported.

CURVATURE.

The aggregate length of curvature and tangent ought to equal the aggregate length of line track, but it will be seen from the foregoing table that three of the companies do not

report at all, and but few of them correctly. Of the companies reporting on this subject, there are 27.57 miles more of curvature and tangent than there is of road. There is no excuse for this negligence and carelessness in making returns. The correct information must be in the office of the chief engineer or resident engineer, and should not only be given, but given correctly. Curvature and grade constitute very important elements in the calculation of cost of transportation, and the Commissioner should have accurate information of these conditions. From the best calculations that can be made from all of the returns, the curvature is $29\frac{1}{3}$ per cent., and the tangent $70\frac{2}{3}$ per cent. of Colorado road.

SECTIONS.

There are 460 track sections. Average length, 6.4 miles; average men in gang, 4.41, making in all 2,028 men regularly employed as section hands. This does not include the Denver and New Orleans railroad. While it reports 19 sections of average length of 7.5 miles each, it reports what it is pleased to call "three floating gangs of five men each," making fifteen men on 137.54 miles of road. From the looks of the road-bed and track, at the time of the Commissioner's inspection, one would be led to believe that the principle business of the three gangs was to float. Only three men of the entire force were visible, and they appeared almost ready and willing to float. From an economical standpoint, it would seem advisable that the road master on this line arrange to shift his force by electricity. It would save flesh and insure certainty of getting there.

RAILS.

Total rails laid during the year, 93.18 miles; of which 92.72 miles were steel, and .46 miles were iron. The average life of steel is 9.3 years, and iron 6.7 years. The narrow gauge roads are increasing the weight of rail to correspond with the increased weight of rolling stock.

TIES.

The average number of ties to the mile is 2,661; average life five years. This is longer than the large proportion of ties, of the kind put in Colorado roads, will last. Four years would be a more certain calculation. The number laid during the year is 755,653; being 270.2 per mile of road. Of this number the Denver and Rio Grande Railway Company laid 363,996, and the Union Pacific Consolidated Railway Company on its lines in Colorado, 313,314.

BRIDGES.

Total in State, 3,591; of which number 148 are wooden truss, 4 combination, 80 iron, 3,354 wooden trestle and pile, and 5 iron trestle. The aggregate length of all is 175,643 feet. There have been built during the year 35; aggregate length thereof, 1,981 feet. On all roads except the Denver and Rio Grande railway, the life of trestle and pile is eight to ten years; wooden truss, ten to twelve years. The Denver and Rio Grand railway report life of trestle and pile five years, and wooden truss eight years. Old bridges on this road are being renewed by permanent structures.

CULVERTS.

Of arch culverts and viaducts there are 25. Of box culverts there are 2,335 timber, and 101 stone. As rebuilding progresses, it will be found economy to substitute stone for timber. The more substantial becomes the roadway, the less liability to stoppage of commerce over the road.

FENCING.

Total miles on all roads in State, 211.67. Average cost per rod, \$1.13. There appears to be a wide difference in the reported cost of building railroad fence. It ranges from 60 cents to \$2.03 per rod. This difference is probably largely due to difference in quality of fence. It is a matter of serious doubt whether a statutory fence can be built for 60 cents per rod. Nothing short of a lawful fence would be any protection to railroad companies.

CROSSINGS.

Total railroad crossings, 46; highway crossings, 703. This does not include highway crossings on the Denver and Rio Grande railway, which company did not report such crossings, but assigned as a reason therefor that it had no data. There are 4 elevated railroad crossings and 11 highway crossings. All others are at grade. It becomes more and more important every year, as the country settles up, that attention be given to safety at highway crossings. A large per cent. of the accidents, happening to other than employes, occur at highway crossings. It is quite important that the Commissioner be possessed of this information, and it will therefore be expected in the next annual returns.

CATTLE GUARDS.

Seven hundred and twenty-eight cattle guards are reported. The Atchison, Topeka and Santa Fé railroad, and the Denver and Rio Grande railway, reported no data. This data is easily obtained, and will be expected to be furnished hereafter. There is a growing necessity for the construction of cattle guards, not merely for the protection of property, but to insure safety to the traveling public.

EQUIPMENT.

On 6,058 miles of operated road, there is the following equipment, and the average distance covered by one piece of specified equipment:

| CLASSIFIED. | Number. | Miles. |
|--------------------------------------|---------|--------|
| Passenger locomotives | 243 | 24.93 |
| Freight locomotives | 679 | 8.92 |
| All other locomotives..... | 46 | ..... |
| Passenger cars | 487 | 12.44 |
| Baggage, mail and express cars..... | 271 | 22.35 |
| Chair, sleeping and dining cars..... | 73 | 51.1 |
| Box freight cars..... | 2,346 | .409 |
| Stock cars..... | 2,477 | 2.85 |
| Platform and coal cars | 8,246 | .72 |
| All other cars..... | 21,359 | .28 |
| Total number of cars | 26,384 | .22 |

No companies report chair, sleeping, officer's, dining and buffet cars, except the Atchison, Topeka and Santa Fé Railroad Company, the Denver, South Park and Pacific Railway Company and the Union Pacific Consolidated Railway Company, comprising 4,022.54 miles of operated

road; on which are reported 73 in all of such cars, or one for every 55.1 miles of road. The average weight of standard gauge locomotives with tender attached, is 50 tons; of narrow gauge, 38 tons. Average weight of standard gauge passenger cars is 21.5 tons; of narrow gauge, 14.6 tons. The total number of locomotives, is 968, of which number 751 are equipped with train brakes. The total number of cars, is 26,384, of which number 15,448 are equipped with air brakes.

PROPERTY ACCOUNTS.

Without explanation, the following table might lead to the belief that it represented only work and material expended upon the road during the year by which the capital and debt had been increased. The debits and credits in this account should show only such permanent addition to the property as augment capital or increase debt funded or floating; and which addition and the expenditure therefor has been made during the year.

The returns of the Atchison, Topeka and Santa Fé Railroad Company, as lessee of the Pueblo and Arkansas Valley Railroad Company, returns net addition to the road of lessor during the year of \$1,186,643.64, when only \$118,380.60 had actually been expended during the year. This is accounted for from the fact that the difference of \$1,068,262.04 had been expended by the lessees for permanent addition to the road of lessor during the six previous years, and carried in the suspense account of the Atchison, Topeka and Santa Fé Railroad Company; and finally, and during the last year, properly transferred to the account of the Pueblo and Arkansas Valley Railroad Company. These

facts fully appear in the returns made by the latter company.

The other principal charge appearing in this account comes from the Denver, South Park and Pacific Railway Company, in its extension of road and branches during the year, amounting in the aggregate to \$2,050,000.

| PROPERTY ACCOUNTS. | AMOUNT. |
|---|----------------|
| Grading | \$ 58,745 24 |
| Bridging and masonry..... | 172,824 55 |
| Superstructure, including rails..... | 601,348 05 |
| Land, land damages and fencing..... | 150,104 58 |
| Stations, coal sheds and water stations | 484,031 04 |
| Engine houses, car sheds and turn-tables..... | 46,486 24 |
| Machine shops, machinery and tools..... | 121,798 79 |
| Engineering, salaries and agencies in construction..... | 17,373 94 |
| Purchase of other road..... | ..... |
| And all other fixtures and expenses..... | 2,324,959 49 |
| Total for construction | \$3,884,170 19 |
| EQUIPMENT. | AMOUNT. |
| Locomotives and air brakes | \$ 74,816 06 |
| Snow plows and transfer trucks, etc..... | 1,741 30 |
| Passenger, mail, express and baggage cars | 28,651 12 |
| Parlor, dining and sleeping cars .. | 50,541 60 |
| Freight and other cars, and air brakes on same..... | 46,995 38 |
| Wrecking cars, pile drivers and tools.. | 22,031 25 |
| Total for equipment | \$648,890 17 |
| Other expenditures..... | 1,310,352 03 |
| Total charged to these accounts..... | \$5,843,412 39 |
| Credits to these accounts | 260,944 82 |
| Net addition for the year | \$5,582,467 57 |

Deducting from the foregoing total net addition, the sum of \$1,068,262.04 appearing in the Pueblo and Arkansas

Valley Railroad Company returns, as additions made previous to the last year, and the true amount of charges and credit by which the capital and debt have been increased during the year ending June 30, A. D. 1885, is \$4,514,202.53.

EARNINGS.

The gross earnings for the whole 6,058.38 miles of road reported, amounts to \$40,436,054.33 or \$6,676.04 per mile.

The returns of the Atchison, Topeka and Santa Fé Railroad Company do not show separate earnings for Colorado, nor the percentage thereof, to the earnings of the entire line. In consequence, there is no data in this office which will form a basis upon which to calculate the entire Colorado earnings. The Union Pacific Consolidated Railway Company returned its proportion of Colorado earnings at \$2,152,414.68 on 298.14 miles of road. This proportion of earnings added to all other reported earnings in the State, exclusive of the Atchison, Topeka and Santa Fé Railroad, makes a gross earning of \$11,205,934.83 on 2,514.4 miles of road operated in the State, or \$4,456.70 per mile.

Following is the source of total earnings:

| | Amount. | Per Cent. |
|----------------------------------|------------------|-----------|
| Passenger, Mail and Express..... | \$ 11,164,780 07 | 27.61 |
| Freight..... | 28,344,615 96 | 70 10 |
| All other sources..... | 926,658 30 | 2.29 |
| Total..... | \$ 40,436,055 33 | 100.00 |

EARNINGS PER MILE OF ROAD AND PER TRAIN MILE.

| <u>RAILROADS.</u> | <u>Per Mile of Road.</u> | <u>Passenger Per Train Mile.</u> | <u>Freight Per Train Mile.</u> | <u>Gross Per Train Mile.</u> |
|--|--------------------------|----------------------------------|--------------------------------|------------------------------|
| Atchison, Topeka and Santa Fe..... | \$ 2,315 78 | 1.58 | 2.54 | 2.18 |
| Burlington and Colorado..... | 3,730 25 | .78 | 3.12 | 1.63 |
| Colorado Central..... | 4,938 15 | .86 | 3.15 | 1.76 |
| Denver Circle..... | 3,600 00 | .625 | ..... | .625 |
| Denver, Utah and Pacific..... | 1,827 95 | .21 | 1.62 | 1 03 |
| Denver and Rio Grande..... | 4,168 64 | 1.22 | 2.88 | 2.13 |
| <u>Denver, South Park and Pacific.....</u> | <u>3,423 67</u> | <u>1.21</u> | <u>1.47</u> | <u>1.41</u> |
| Denver and New Orleans..... | 874 33 | .36 | 1.24 | .666 |
| Denver and Boulder Valley..... | 3,584 96 | .56 | 2.07 | 1.55 |
| Denver and Middle Park..... | 233 71 | ..... | .94 | .94 |
| <u>Geo'town, Breckenridge and Leadv...</u> | <u>1,376 51</u> | <u>.61</u> | <u>4.10</u> | <u>1.26</u> |
| Golden, Boulder and Caribou..... | 6,837 64 | 2.35 | 5.62 | 5.61 |
| Greeley, Salt Lake and Pacific..... | 1,224 87 | .52 | 1.30 | .88 |
| Union Pacific Consolidated..... | 9,729 56 | 2.34 | 2.19 | 2.23 |

EXPENSES.

Following is the division of expenses on the entire operated road returned to this office.

| | <u>Amount.</u> | <u>Per Cent.</u> |
|---------------------------------|------------------|------------------|
| Way and buildings..... | \$ 6,405,992 91 | 27.21 |
| Motive power and cars..... | 3,587,162 47 | 15.24 |
| Conducting transportation..... | 9,903,088 78 | 42.07 |
| General expenses and taxes..... | 3,642,115 36 | 15.48 |
| Total..... | \$ 23,538,359 52 | 100.00 |

Per mile of road operated, \$3,889.26.

The Denver Circle Railroad Company returns no expenses; the reason assigned is, lack of knowledge. Shortly after its returns were made, the road passed into

the hands of a Receiver, who will probably, under advice of the Court, keep an expense account.

The Atchison, Topeka and Santa Fé Railroad Company has not returned separate expenses chargeable to its road in Colorado. The total expenses chargeable to roads in Colorado cannot, therefore, be given. Exclusive of the two roads last named, the expenses chargeable to road in Colorado, is \$8,164,071.92, or \$3,255.02 per mile.

OPERATING EXPENSES IN DETAIL.

| CLASSIFICATION. | Amount. | Per Cent. |
|--|-----------------|-----------|
| Repairs of road-bed and track..... | \$ 3,887,608 00 | 16.52 |
| Renewal of rails..... | 542,685 37 | 2.31 |
| Renewal of ties..... | 782,998 68 | 3.33 |
| Repairs of bridges and culverts | 555,373 50 | 2.36 |
| Repairs of fences and road crossings | 67,613 43 | .30 |
| Repairs of buildings..... | 435,732 18 | 1.88 |
| Repairs of locomotives..... | 1,607,674 47 | 6.98 |
| Repairs of passenger cars..... | 559,576 61 | 2.34 |
| Repairs of freight cars..... | 1,419,911 39 | 6.04 |
| Fuel for locomotives..... | 2,152,046 21 | 9.18 |
| Water supply..... | 232,169 24 | 1.00 |
| Oil and waste..... | 283,081 52 | 1.21 |
| Locomotive service..... | 2,193,366 56 | 9.32 |
| Passenger train service..... | 1,199,882 50 | 5.10 |
| Passenger train supplies..... | 151,107 24 | .65 |
| Mileage of passenger cars (debit balance)..... | 62,876 73 | .27 |
| Freight train service..... | 488,053 44 | 2.08 |
| Freight train supplies..... | 72,176 45 | .36 |
| Mileage of freight cars (debit balance)..... | 8,664 61 | .04 |
| Track rental | 141,219 05 | .55 |
| Telegraph expenses..... | 287,734 12 | 1.23 |
| Loss and damage to freight and baggage..... | 50,390 49 | .21 |

OPERATING EXPENSES.—CONTINUED.

| CLASSIFICATION. | Amount. | Per Cent. |
|--|--------------|-----------|
| Damage to property and cattle..... | 175,931 39 | .75 |
| Personal injuries | 105,032 59 | .44 |
| Agents and station service..... | 1,864,739 96 | 8.00 |
| Station supplies..... | 137,283 72 | .58 |
| Salaries..... | 478,022 46 | 2.03 |
| Legal expenses..... | 181,202 35 | .77 |
| Insurance | 45,615 38 | .20 |
| Stationery and printing..... | 185,189 31 | .80 |
| Outside agencies and advertising | 889,256 21 | 3.35 |
| Contingencies..... | 758,745 63 | 3.26 |
| Total taxes paid..... | 1,538,773 59 | 6.58 |

EARNINGS AND EXPENSES.

The earnings and expenses of the entire 6,058.38 miles of road, for the year ending June 30, A. D. 1885, were as follows:

| | |
|-------------------------|------------------|
| Total earnings..... | \$ 40,435,554 33 |
| Total expenses..... | 23,538,359 57 |
| Total net earnings..... | \$ 16,897,194 81 |

The net earnings per mile of operated road were \$2,789.04. The total expenses were 58.21 per cent. of the gross earnings.

The following roads, entirely within this State, were operated at a loss. The expenses exceeded the earnings to the amount set opposite each road:

| | |
|---|---------------|
| The Denver, Utah and Pacific..... | \$ 2,325 90 |
| The Denver, South Park and Pacific | 117,541 36 |
| The Denver and New Orleans..... | 21,041 12 |
| The Denver and Middle Park | 1,323 22 |
| The Georgetown, Breckenridge and Leadville..... | 8,490 30 |
| The Greeley, Salt Lake and Pacific..... | 31,331 58 |
| Total loss..... | *\$182,081 48 |

*Or \$325.15 per mile.

The expenses included in the following comparative table does not include interest on funded debt. Computation is based on net earnings over operating expenses. The black face figures show excess of expenses over earnings:

EXPENSES COMPARED WITH EARNINGS.

| RAILROADS. | Earnings per train mile. | Operating expenses per train mile. | Difference. | Percentage of expenses to earnings. | Percentage of net earnings to debt | Percentage of net earnings to stock and debt |
|--------------------------------------|--------------------------|------------------------------------|-------------|-------------------------------------|------------------------------------|--|
| Atchison, Topeka and Santa Fe | 2 18 | 1.23 | .95 | 55.91 | 13.86 | 5.97 |
| Burlington and Colorado | 1.63 | .95 | .68 | 58.10 | 6.79 | 3.38 |
| Colorado Central | 1 76 | 1.31 | .45 | 71.85 | 8.22 | 3.57 |
| Denver Circle | .625 | ..... | ..... | ..... | ..... | ..... |
| Denver, Utah and Pacific.. | 1.03 | 1.08 | .05 | 103.80 | ..... | ..... |
| Denver and Rio Grande..... | 2.13 | 1.50 | 1.63 | 70.10 | 6.02 | 2.58 |
| Denver, South Park and Pacific..... | 1.41 | 1.63 | .22 | 110.66 | ..... | ..... |
| Denver and New Orleans..... | .666 | .807 | .141 | 117.00 | ..... | ..... |
| Denver and Boulder Valley. | 1.55 | 1.31 | .24 | 83.11 | 2.73 | 1.26 |
| Denver and Middle Park..... | .94 | 2.33 | 1.39 | 244.45 | ..... | ..... |
| Georgetown, Breckenridge & L'ville.. | 1.26 | 2.18 | .92 | 172.82 | ..... | ..... |
| Golden, Boulder and Caribou..... | 5.61 | 2.42 | 3.19 | 43.17 | 32.97 | 16.52 |
| Greeley, Salt Lake and Pacific | .88 | 1.32 | .44 | 146.68 | ..... | ..... |
| Union Pacific Consolidated..... | 2.23 | 1.178 | 1.052 | 50.98 | 9.07 | 5.60 |

TAXES.

The total amount of taxes paid in the State of Colorado by railroad companies is \$606,860.77, each company paying in the following amount:

| COMPANY. | AMOUNT. |
|--|---------------|
| Atchison, Topeka and Santa Fe | \$ 63,987 06 |
| Burlington and Colorado | 25,539 70 |
| Colorado Central..... | 90,708 30 |
| Denver Circle..... | 1,550 00 |
| Denver, Utah and Pacific | 7,009 20 |
| Denver and Rio Grande..... | 226,313 16 |
| Denver, South Park and Pacific | 95,204 18 |
| Denver and New Orleans..... | 19,661 37 |
| Denver and Boulder Valley.. .. | 8,540 58 |
| Denver and Middle Park..... | • |
| Georgetown, Breckenridge and Leadville | 1,186 43 |
| Golden, Boulder and Caribou..... | 1,087 11 |
| Greeley, Salt Lake and Pacific..... | 19,064 32 |
| Union Pacific Consolidated..... | 46,209 36 |
| Total..... | \$ 606,860 77 |

• Not assessed.

MILEAGE TRAFFIC.

By reason of the Denver and Rio Grande Railway Company and the Burlington and Colorado Railroad Company returning "No Data" for train mileage except passenger and freight, it becomes impossible to give the complete mileage traffic of all the roads. The following mileage table shows train mileage as reported:

TRAIN MILEAGE.

| ROADS | Passenger. | Freight. | Other Trains. | Total. |
|--------------------------------------|------------|------------|------------------|------------|
| Atchison, Topeka and Santa Fe..... | 2,272,179 | 3,849,008 | 1,437,042 | 7,555,429 |
| Burlington and Colorado..... | 255,605 | 144,047 | * | 399,652 |
| Colorado Central | 466,096 | 301,843 | 37,666 | 805,605 |
| Denver Circle..... | 36,000 | ..... | ..... | 36,000 |
| Denver, Utah and Pacific | 22,400 | 32,650 | 3,315 | 58,365 |
| Denver and Rio Grande..... | 1,151,324 | 1,406,395 | * | 2,557,719 |
| Denver, South Park and Pacific... .. | 100,194 | 557,087 | 105,982 | 853,263 |
| Denver and New Orleans..... | 114,580 | 60,492 | 38,750 | 213,822 |
| Denver and Boulder Valley..... | 21,689 | 40,503 | 1,464 | 63,656 |
| Denver and Middle Park..... | 16 | 962 | 440 | 1,418 |
| Georgetown, Breckenridge & L'ville | 7,505 | 1,722 | 5,214 | 17,441 |
| Golden, Boulder and Caribou | 24 | 6,180 | 45 | 6,252 |
| Greeley, Salt Lake and Pacific... | 49,119 | 34,600 | 5,255 | 89,074 |
| Union Pacific Consolidated..... | 2,210,289 | 5,475,523 | 266,122 | 7,280,934 |
| Total | 6,816,620 | 11,708,102 | 1,904,207 | 20,629,019 |

* Not reported.

The proportion of train mileage to miles of operated road shows service furnished. The total miles of road operated, is 6,058.38. The average number of miles run by trains in the different service per mile of road operated, is as follows:

| | |
|----------------------------------|----------|
| Passenger trains | 1,125.16 |
| Freight trains | 1,965.56 |
| All trains earning revenue | 3,090.71 |
| All trains | 3,405.04 |

Train mileage shows effort to do business; tonnage and passengers carried, business done. Cost of transportation depends largely upon the amount of train mileage; and when ascertained, volume of business, determines the reasonableness of rate.

PASSENGER TRAFFIC.

| ROADS. | Number carried. | Carried one mile. | Av. dis- tance each traveled. | Average am't each paid. | Average rate per mile. | Speed of train. |
|--------------------|--------------------|----------------------|-------------------------------------|-------------------------------|------------------------------|-----------------------|
| A., T. & S. F..... | 1,128,470 | 115,604,927 | 102.44 | 2.66 | .0260 | 26.5 |
| B. & C..... | 32,172 | 5,110,881 | 158.86 | 4.77 | .03 | 30. |
| C. C..... | 169,470 | 8,002,964 | 47.223 | 1.996 | .0422 | 23. |
| D. C..... | ..... | ..... | ..... | ..... | ..... | 12. |
| D., U. & P..... | 4,472 | 103,675 | 23 | 1.15 | .0497 | 20. |
| D. & R. G..... | 234,048 | 23,369,190 | 99. | 4.37 | .0438 | 26½. |
| D., S. P. & P..... | 59,566 | 2,979,884 | 50.026 | 3.161 | .0631 | 15. |
| D. & N. O..... | 28,613 | 1,512,998 | 52.88 | 1.016 | .019 | 30. |
| D. & B. V..... | 12,253 | 278,775 | ..... | ..... | .0416 | 22.4 |
| D. & M. P..... | ..... | ..... | ..... | ..... | ..... | ..... |
| G., B. & L..... | 21,631 | 110,772 | 5.12 | .21 | .041 | 8.3 |
| G., B. & C..... | 271 | 1,571 | 5.797 | .23 | .0362 | ..... |
| G., S. L. & P..... | 23,708 | 424,969 | 17.925 | .765 | .0426 | 24. |
| U. P. Con..... | 1,283,619 | 138,686,370 | 108.04 | 3.097 | .0286 | 28. |
| Total | 2,998,293 | 296,126,976 | 98.76 | 3.73 | .0377 | 21.74 |

The foregoing table embraces all passenger traffic, both local and through, inclusive of free, commutation, excursion and full fare business. None of this business is reported separately; neither is train mileage in Colorado. Any computation, of average rate per mile of legitimate Colorado passenger traffic, predicated upon information in this office, would be unreliable. That it greatly exceeds the rate stated in the table, is apparent from the schedule of rates published by each road. Passengers carried per mile of road operated, 48,878. The number carried on our roads in proportion to train mileage is much less, while the distance traveled by each passenger is much greater than on roads in more densely populated States.

FREIGHT TRAFFIC.

| ROADS. | Tons carried. | Carried one mile. | Rate per ton per mile for through. | Rate per ton per mile for local. | Rate per ton per mile for all. | Speed of trains. |
|--------------------|---------------|-------------------|------------------------------------|----------------------------------|--------------------------------|------------------|
| A, T. & S. F..... | 2,541,072.6 | 623,585,376 | .01561 | .01567 | .01566 | 15 |
| B. & C..... | 133,116 | 22,380,083 | .0201 | .0179 | .0201 | 15 |
| C. C..... | 334,857 | 28,226,708 | .0374 | .0315 | .0333 | 13 |
| D. C..... | ..... | ..... | ..... | ..... | ..... | ..... |
| D., U. & P..... | 51,876 | 1,212,130 | .026 | .045 | .0433 | 12 |
| D. & R. G..... | 1,003,666 | 135,493,424 | .0214 | .0318 | .0297 | 15 |
| D., S. P. & P..... | 191,307 | 15,051,463 | .0652 | .0458 | .0542 | 8 |
| D. & N. O..... | 69,551 | 5,524,524 | ..... | .0133 | .0133 | 15 |
| D. & B. V..... | 100,772 | 4,175,213 | .0188 | .0209 | .0195 | 11.2 |
| D. & M. P..... | 4,531 | 18,458 | ..... | .0496 | .4096 | ..... |
| G., B. & L..... | 6,461 | 27,530 | ..... | .2565 | .2565 | ..... |
| G., B. & C..... | 69,931 | 419,577 | .0828 | ..... | .0828 | 16.6 |
| G., S. L. & P..... | 59,379 | 1,935,514 | .0161 | .0438 | .0230 | 9 |
| U. P. Con..... | 3,244,133 | 797,869,041 | .0125 | .0156 | .0148 | 13.5 |
| Total..... | 7,901,152.6 | 1,635,919,050 | ..... | ..... | ..... | 12.83 |

One unaccountable feature of rate-making appears in the foregoing table. On three of the above roads the rate per ton per mile on through freight is greater than on local. No cause therefor is assigned in the returns. Though it is quite evident, that there is no uniformity among roads as to what constitutes through traffic, it is self-evident, that wherever the boundaries of local traffic may be fixed by a particular road its through traffic must extend beyond such limit. Through business furnishes long hauls: and it is a generally accepted fact that the longer haul gives a cheaper rate. The contrary appearing in the returns, unexplained, is misleading. Local freight in foregoing table is local business along the whole line reporting. Computation of rates in Colorado not returned.

FREIGHT CAR MILEAGE.

| ROADS. | LOADED | EMPTY | TOTAL | Percentage of empties in Colorado. |
|---------------------|-------------|------------|-------------|------------------------------------|
| A. T. & S. F. | 56,607,653 | 25,453,245 | 82,060,898 | *..... |
| B. & C. | 2,510,355 | 527,250 | 3,037,605 | 17.4 |
| C. C. | 3,210,455 | 654,691 | 3,865,146 | 17.5 |
| D. C. .... | *..... | ..... | ..... | ..... |
| D., U. & P. | 202,475 | 170,235 | 372,710 | 46 |
| D. & R. G. | 19,150,763 | 7,172,820 | 26,323,592 | 32 |
| D., S. P. & P. | 2,287,157 | 948,997 | 3,236,154 | 29.32 |
| D. & N. O. | 42,343 | 18,149 | 60,492 | 30 |
| D. & B. V. | 400,597 | 252,114 | 652,711 | 41.83 |
| D. & M. P. | 1,600 | 1,392 | 2,992 | 46.52 |
| G. B. & L. | 4,122 | 1,186 | 5,308 | 34.65 |
| G. B. & C. | 35,173 | 12,528 | 47,701 | 46.05 |
| G., S. L. & P. | 215,888 | 150,333 | 366,221 | 41.05 |
| U. P. Con. | 86,854,331 | 27,907,312 | 114,761,643 | 24.32 |
| Total | 171,525,712 | 63,321,061 | 234,846,773 | 28.550 |

* Not reported.

The large percentage of empty cars is occasioned by transportation of coal and stone, as will be seen by comparison with table "Colorado Tonnage Classified." The greater part of this haulage is for railroad use and is properly chargeable to the expense of operating. The whole traffic is at present local in its character and necessarily furnishes loaded haulage only one way. So long as this traffic remains local, there can be little prospect of improvement in equalization of freight mileage. The inexhaustible coal fields and stone quarries of this State, will eventually furnish fuel and building material for eastern Colorado, western Kansas and Nebraska, as that region becomes settled; and equalized freight mileage will be one of the resulting benefits.

COLORADO TONNAGE CLASSIFIED.

The entire tonnage of this State cannot be given, the Union Pacific Consolidated Railway Company having returned no data for furnishing the information. In its report it states that it "will be able to furnish it in next report." The Atchison, Topeka and Santa Fé returns only local freights, keeping no separate account of through business. The following table shows tonnage of other roads:

| ARTICLES CARRIED. | Tons. | Per cent. |
|---------------------------------------|-------------|-----------|
| Grain | 104,286 4 | 4.703 |
| Flour..... | 54,198 7 | 2.445 |
| Provisions..... | 4,497.0 | .203 |
| Animals..... | 37,524.2 | 1.693 |
| Other agricultural products..... | 51,838 7 | 2.338 |
| Iron, lead and mineral products | 426,368.0 | 19.231 |
| Lumber and forest products..... | 130,143.0 | 5.869 |
| Coal | 925,630.7 | 41.748 |
| Plaster, lime and cement..... | 5,211.0 | .236 |
| Salt..... | 11,813.0 | .534 |
| Petroleum and oil..... | 3,931.0 | .177 |
| Steel and castings..... | 10,526.0 | .474 |
| Stone and brick.. .. | 194,941.2 | 8.792 |
| Manufactures..... | 5,131.5 | .232 |
| Merchandise, not enumerated.. .. | 251,095.5 | 11.325 |
| Total..... | 2,217,186 9 | 100.000 |

ACCIDENTS.

It is the general impression that mountain travel on railroads is very much more dangerous than on level or plains roads. This is a very great error. Take for comparison the State of Iowa, where as few railroad accidents happen as in any State not mountainous. It appears from the able

report of the Board of Railroad Commissioners of that State for the year ending June 30, 1885, advance sheets of which were kindly furnished by the Commissioners, that on 7,478.43 miles of operated railroad in that State during the last year, 156 persons were killed and 875 injured, or one killed for every 47.87 miles of road operated, and one injured for every 8.54 miles. In Colorado, for the same time, on 2,996.83 miles of operated road, there were 39 killed and 319 injured, or one killed for every 76.84 miles, and one injured for every 9.39 miles of road operated. In computing train mileage the difference is not so great, but still it is in favor of Colorado roads.

The fact of supplying all trains with air brakes, in addition to hand brakes, the increased number of brakemen and the extra care used to overcome the additional hazard, gives trainmen a more complete control over their train than is usually the case on level roads. It is a lamentable fact, however, that the roll of killed and injured is very much increased through lack of vigilance on the part of trainmen. They are too apt to get in the habit of thinking that because accident has not come, that it will not come. Every precaution, by way of explicit instructions, is exercised by the managers and officers of the companies, and no accidents ought to happen which are attributable to carelessness.

The following table shows the total number killed and injured during the year, together with the number of train accidents on each road. These accidents, occurring in all branches of the service, must necessarily occasion loss of life and injury to employes in a very much greater proportion than to others. The number of employes killed and injured are given. Of all others, thirteen passengers were killed and sixty-one were injured. Ten of the thirteen passengers included in the foregoing passengers killed were employes of the Anglo American Circus Company

who were burned to death, caused by the circus company's sleeping car catching fire in moving train, through fault of the circus company, who were censured by the coroner's jury.

ACCIDENTS.

| RAILROADS. | Killed. | | Injured. | | Train Accidents. Total. |
|---|-----------|-----------|------------|------------|----------------------------|
| | Total. | Employés. | Total. | Employés. | |
| Atchison, Topeka and Santa Fé..... | 3 | 3 | 78 | 75 | 47 |
| Burlington and Colorado..... | 0 | 0 | 11 | 10 | 13 |
| Colorado Central..... | 2 | 2 | 60 | 27 | 7 |
| Denver Circle..... | * | * | * | * | * |
| Denver, Utah and Pacific | 1 | 0 | 0 | ... | 0 |
| Denver and Rio Grande..... | 13 | 6 | 65 | 32 | 19 |
| Denver, South Park and Pacific..... | 6 | 6 | 43 | 39 | 49 |
| Denver and New Orleans..... | 1 | 1 | 4 | 4 | 4 |
| Denver and Boulder Valley..... | 0 | ... | 3 | 3 | 0 |
| Denver and Middle Park..... | 0 | ... | 0 | ... | 0 |
| Georgetown, Breckenridge and Leadville..... | 0 | ... | 1 | 1 | 0 |
| Golden, Boulder and Caribou..... | 0 | ... | 0 | ... | 0 |
| Greeley, Salt Lake and Pacific..... | 10 | ... | 3 | 2 | 1 |
| Union Pacific Consolidated | 3 | ... | 51 | 45 | 14 |
| Total | 39 | 18 | 319 | 238 | 154 |

* Not reported.

TRAIN ACCIDENTS.

Especial attention is called to the following provision of the Statute in relation to accidents occurring in transportation:

"SEC. 17. (*Accidents.*) Upon the occurrence of any serious accident upon (any) railroad, which shall result in bodily harm or loss of life to either passenger, employé or

other person, the corporation operating the road upon which the accident occurred, shall give immediate notice thereof to the Railroad Commissioner, whose duty it shall be, if he deem it necessary, to investigate the same, and to promptly report to the Governor the extent of the personal injury or loss of life, and whether the same was the result of mismanagement or neglect of the corporation that operated the line on which the injury or loss of life occurred; *Provided*, That such report shall not be used as evidence, or referred to, in any case in court."

Action of the railroad corporations thus far has not been in compliance with this section. The requirement of promptness and celerity in giving the required notice to the Commissioner, is the very gist of the legislative will.

Investigation by the Commissioner, to be any benefit, must be immediate. After the wreck has been cleared away, and passengers and trainmen are beyond reach of the Commissioner's subpoena, investigation can only lead to a determination founded on rumor and hearsay evidence, and consequently valueless. If the Commissioner cannot reach the scene of accident as early as the railway official, he might as well not reach it at all. Stale notices have not been followed by stale investigations.

Of the 154 train accidents reported, but few of them have been of that serious character contemplated by the foregoing Statute; but these few serve to show the length of time it takes for information of a railroad accident to reach the Commissioner's office through railroad channels.

The following correspondence and proceedings, though but a very small portion upon this subject, on record in this office, is sufficient to show the general character of action taken by the Commissioner, and the alacrity of railway officials in complying therewith:

STATE OF COLORADO,
OFFICE OF THE RAILROAD COMMISSIONER,
DENVER, COLO., May 2, 1885. }

HON. W. S. JACKSON,
Receiver of D. & R. G. R'y,
Denver, Colorado:

DEAR SIR—The Railroad Commissioner law imposes additional duties upon railroad companies, which are likely to be overlooked at first, if the law be not carefully observed by railroad officials. I desire to call your attention to section 17 of the act, which contemplates immediate investigation and report to the Governor by the Commissioner of all railroad accidents resulting in bodily harm. Stale investigation would be profitless, and unless immediate notice is given by railroad companies of any such accidents, the law will be inoperative. I call your attention to this matter at this time from the fact that the morning papers report an accident on your road, at or near Marshall Pass, of which I have had no official notice from you, probably through an oversight of this provision of the law—provided, of course, that such report be true. I take it for granted that you are as ready and willing to comply with this law as I am. If such accident has happened, will you be kind enough to inform me of the extent thereof as soon as possible.

Yours, Respectfully,

W. B. FELKER,
Commissioner.

OFFICE OF W. S. JACKSON,
RECEIVER OF DENVER AND RIO GRANDE RAILWAY,
DENVER, COLO., May 2, 1885. }

HON. W. B. FELKER, *Commissioner:*

DEAR SIR—Your favor of even date received. It is true we had overlooked the provisions of the law. I have not yet got full information of the details of the accide

but as soon as I do have I will furnish the report required. The statements as published in the newspapers are exactly what we had received up to this morning. I will see that you get complete details of the accident as soon as we receive them ourselves.

The General Superintendent and the Master Mechanic left for the scene of the accident very early this morning, and we should have their report this afternoon. It was, fortunately, not very serious.

Very truly yours,

WM. S. JACKSON, *Receiver.*

OFFICE OF W. S. JACKSON,
RECEIVER OF DENVER AND RIO GRANDE RAILWAY, }
DENVER, COLO., May 4, 1885. }

JUDGE FELKER,

Railway Commissioner for Colorado:

DEAR SIR—Enclosed I hand you report of the late accident on Marshall Pass. This gives all the facts we have been able to get together and covers the case as fairly as such things can ordinarily be reached.

The report of R. E. Ricker, General Superintendent, enclosed and endorsed over to you is an exact duplicate of the report sent to me for my information, or indeed the one sent to you may be called the original report.

Yours, truly,

W. S. JACKSON, *Receiver.*

DENVER AND RIO GRANDE RAILWAY, }
GENERAL SUPERINTENDENT'S OFFICE, }
DENVER, COLO., May 4, 1885. }

W. S. JACKSON, ESQ.,

Receiver D. & R. G. Railway,

Denver, Colorado:

DEAR SIR—The following report relative to the accident to passenger train No. 7, on the evening of May 1, one-half

mile west of Marshall Pass summit, is respectfully submitted:

The train consisted of engine 105, one postal car, one baggage and express car, one emigrant car, two coaches and four sleepers—nine cars, all told.

Immediately on leaving the summit, from some yet unexplained disarrangement of the air brakes, the train commenced increasing its speed, and the engineer called for brakes four times. After running about one-half mile, the postal car left the track on a sharp curve in the first shed below the Pass, all the other cars in the train following the postal car off the track, and the engine also. Five of the nine cars run far enough to knock down 150 feet of the snow shed on the south side. The falling timber, together with the application of the hand brakes, and reversing of the engine stopped the train in a distance of 240 feet from a point where the first wheels left the rails. When the train stopped, the engine, tender, and all the cars were off the rails, and standing nearly upright on their trucks, except three cars that were partially inclined against the side of the shed.

There are several theories relative to the cause of the accident, but, as the platforms of the five cars were more or less broken, it is not now possible to decide as to the actual cause of the accident.

The postal car, baggage and express car, and two coaches, are damaged to the extent of \$1,500. There was no loss or damage to the mails, or to the baggage and express goods; these were all transferred in good order.

Three passengers were slightly bruised. One of the three had a slight cut of the head. The injured passengers were promptly attended to by company's surgeons, Drs. Underhill and McIntosh, and all three of them resumed their journey.

Of the four brakemen of the train, who were all in their places, two were quite seriously injured. James F. Barton, of Salida, has a simple fracture of the right clavicle, two fractured ribs, and a considerable injury of the right lung; also some bruises of the face and head, and slight cuts on the right hand. He was supposed to be fatally injured, but at this date his condition is much improved.

William Braddish, brakeman, Salida, sustained a simple fracture of the right thigh bone, and considerable bruises of the muscles of his leg, and severe bruises of the right ankle and foot, also a few small cuts of the face and head. Both of these injured brakemen are doing well. They are well cared for at the Salida hospital, with good prospects of their early recovery.

The names of the injured passengers are as follows: William Beckett, Hamilton, Ohio, sustained slight bruises of the back and side. Andrew Sullivan, Bay Horse, Crystal county, Idaho, has a slight scalp wound. John Hellberg, Carson, Nevada, slight scalp wound. Mr. Beckett was *en route* to visit his son at Gunnison, and is now at that place.

The accident occurred at 6:30 p. m., May 1. The wreck was entirely cleared up, and mails, baggage and express transferred, and the train resumed its trip westward from Gunnison at 10 a. m. the following morning, May 2.

The results of the accident were nothing like as serious as first reported. Considering all the circumstances, it may be considered a fortunate escape from what might have been a serious disaster.

The engineer, conductor, and the two uninjured train men have been suspended from duty, until a more thorough investigation of the cause of the accident can be made. This will be done at an early day.

I would add that, at the earliest moment possible after the occurrence of the accident, the location of the wreck, and the damaged car and engine were carefully examined

by N. W. Sample, Superintendent of Machinery; R. M. Ridgway, Superintendent Fourth Division, and myself.

The subordinate officers and employes of the Fourth Division deserve credit for the prompt and efficient manner in which the injured passengers and employes were cared for, and also for the prompt manner in which the wreck was cleared, and the passengers forwarded to their destination.

Respectfully, yours,

R. E. RICKER,

General Superintendent.

STATE OF COLORADO,
OFFICE OF THE RAILROAD COMMISSIONER,
DENVER, COLO., May 5. 1885. }

HON. W. S. JACKSON,

Receiver Denver and Rio Grande Railway:

DEAR SIR—Your report of date May 4, in relation to accident near Marshall Pass, to passenger train No. 7, on the evening of May 1, this day received.

It is in every respect satisfactory, so far as it goes. I am not, as yet, sufficiently advised to make a report to the Governor, whether or not the accident "was the result of mismanagement or neglect" of your company.

Your report states that the train-men "have been suspended from duty, until a more thorough investigation of the cause of the accident has been made." Will you be so kind as to furnish me with a copy of the report, or statement of result, of such investigation when made.

This accident was not of that serious character, which under the law would have required a personal investigation on my part. Allow me to congratulate you upon so fortunate an escape, from what might have been a terrible disaster.

Permit me again to call your attention, to what I construe to be the duty of the railroad companies in cases of this kind under the law.

Upon the happening of a serious accident, resulting "in bodily harm or loss of life," the railway company is to give "immediate notice thereof to the Railroad Commissioner," that he may proceed at once, if he deems it necessary, to the place of the accident and personally investigate the cause thereof.

While it is not always easy to catch the Legislative idea, it is fair to presume that the Legislature had a sufficient reason for incorporating this section into the law. Such an investigation may not only be of benefit to the people, but constitute a perfect protection to the railway company. Reports of negligence and mismanagement almost invariably follow railway accidents; and in all cases where the company or its employés are not at fault, an unprejudiced report of the Commissioner will operate as a sure antidote for a poisoned public sentiment.

It is quite common, in cases of serious accidents, for trains to be made up to convey some of the company's officials to the scene of accident. Whenever this is done I should consider it a great favor to be notified in time, that I might take passage on such train, in case I should deem it necessary.

In all cases, that I may deem necessary, I should make it a point to reach the place of the accident before the debris is cleared away and the damage repaired. You will see, upon examination of the law, that it is made my duty to investigate and report to the Governor, and yours only, to notify me that I may do so.

I trust you may be able before long, after the hurry of your business is over, to sit down with me, that we may examine this law together.

I am yours, respectfully,

W. B. FELKER, *Commissioner*.

It is quite evident that Receiver Jackson had overlooked this provision of the law. No final report, however, was

ever made, that the Commissioner might know whether or not the accident was the result of mismanagement or neglect on the part of the company, its officers or employes.

On the fifteenth day of June, 1885, the Commissioner addressed the following circular letter to all of the general managers of railroad corporations doing business in this State:

"DEAR SIR—Your attention is called to section 17 of an act concerning railroads, of the Fifth General Assembly of this State, which reads as follows:

(The section aforesaid is here copied in full:)

You are respectfully requested to forward to me the notice required by said section immediately upon the occurrence of any accident upon your road within this State.

Yours, respectfully;

W. B. FELKER, *Commissioner.*"

The two following notices were received, as will be seen, the first fifteen and the other twelve days after the date of happening of the accidents to which they respectively refer:

DENVER, COLO., August 22, 1885.

HON. W. B. FELKER,

Railroad Commissioner, Denver, Colo.

DEAR SIR—Under date of August 14, R. E. Ricker, General Superintendent, reports to me as follows, which I transmit for your information. My absence in California accounts for delay in advising you:

"I regret to report the occurrence of a serious collision between freight trains on the second district of the first division $1\frac{1}{2}$ miles east of Rockdale, on Friday, August 7, at 12:07 p. m. The collision occurred between first section of train No. 22, east bound; conductor, C. L. Devoe; engine, 226; engineer, George Gordon; and first section, No. 21, which was a double-header; conductor, J. F. Morris; engines, 218 and 219; engineers, C. D. Pierce and Lon Griffin.

After careful investigation of this accident, we find that it resulted from a misunderstanding of train orders on the part of Conductor Devoe and Engineer Gordon. Train 21, west bound, was running very slow up grade at the time of the accident, and was partially stopped. Train 22 was running about its ordinary speed, 12 miles per hour. The engines were within 150 or 200 feet of each other when the engineers first saw the opposite train. The only employé injured was Engineer Gordon, who alighted on the ground all right, but was struck by a portion of the wrecked cars and knocked into the river and drowned. The body was recovered on the thirteenth instant, and will be buried by the Masonic fraternity at Pueblo. The three engines, 218, 219 and 226 were considerably damaged. All of them were derailed, but neither of them were thrown off the roadbed. Eight D. & R. G. cars were badly damaged. The contents of the loaded cars (ore, bullion, etc.) was picked up and saved. I have as yet no estimate of the damage to the engines or cars, but will be able to give you this information in a few days.

The train orders to conductors and engineers of both trains were clear and explicit, and should have been readily understood, and had they been observed the accident would have been averted.

Engineer Gordon paid the penalty of his carelessness with his life. Conductor Devoe has been suspended from duty and will be discharged from the service.

Respectfully,

WM. S. JACKSON, *Receiver.*"

DENVER, COLO., August 26, 1885.

HON. W. B. FELKER,

Railroad Commissioner, Denver:

DEAR SIR—R. E. Ricker, General Superintendent, reports to me as follows, under date, August 22, 1885:

"I regret being obliged to report the occurrence of the second collision in the Grand Cañon, on mile 164, on Friday, August 14, between a work-train in charge of Conductor Sullivan, and the first section of regular freight train No. 25. Engineer Pierce, of engine 211, first engine of the freight train, was caught in the wreck and received a compound fracture of the right leg, below the knee. There were no other personal injuries. The work-train engine was backing down four flat cars. These four cars were almost entirely destroyed. Five cars of the freight train next to the engine were badly damaged and their contents more or less damaged. The direct cause of the accident was a misunderstanding of the orders given by Conductor Sullivan to his flagman, which the flagman was to give to the engineer of the freight train.

Respectfully,

W. S. JACKSON, *Receiver.*"

DENVER, COLO., August 26, 1885.

HON. W. S. JACKSON,

Receiver Denver and Rio Grande Railway,

Denver, Colo.

DEAR SIR—I am in receipt of yours of this date containing report of collision in Grand Cañon, on Friday, August 14, between work-train and first section of freight train No. 25.

As your reports of both of these collisions show negligence upon the part of some one of the employes on the colliding trains, an investigation by me could not have resulted in fixing the responsibility otherwise than charged in your reports.

I very much regret the loss and damage to your road occasioned, as it appears, more by shiftlessness of train men than from any other cause.

Yours, respectfully,

W. B. FELKER,

Commissioner.

The following notice, letter of Commissioner and report to the Governor, are explanatory of the same subject matter:

DENVER, Colo., Sept. 12, 1885.

HON. WILLIAM B. FELKER,

Railroad Commissioner.

DEAR SIR—At one o'clock, P. M., yesterday, September 11, an accident occurred on the Denver, South Park and Pacific Railroad, operated by the Union Pacific Railway Company, at a point about three miles east of Como station.

The train consisted of locomotive No. 162, Engineer W. W. Hall, a combination express, baggage and mail car, one second-class passenger coach, used as a smoking car, and a first-class passenger coach; conductor, J. L. Hall.

The train was running down grade, and it is claimed by the engineer that in some unaccountable and unexplainable manner, the cock of the air hose between the engine tender and the first car was closed, while train was running, rendering the train uncontrollable. The two passenger coaches were thrown from the track and turned over; the rest of the train stayed on the track.

One passenger, Mrs. Cronkhite, of Breckenridge, was badly injured, it is reported that both her arms are broken and that she received some internal injuries. Ten other persons were more or less injured, but none seriously.

Yours, respectfully,

E. DICKINSON,

Assistant General Superintendent.

DENVER, COLO., September 12, 1885

E. DICKINSON, ESQ.,

Assistant General Superintendent U. P. R'y,

Denver, Colo.

DEAR SIR—Your report of accident on Denver, South Park and Pacific Railroad, three miles east of Como at 1 o'clock P. M. of September 11, 1885, this moment received;

twenty-eight hours after it occurred and twelve hours after its publication in the morning newspapers. You will hardly claim that this is a compliance with the law requiring "immediate notice" to be given the Commissioner. I understand that you sent a special at once to the scene of the accident. Since then two regular passenger trains have gone out on that line, and two freights, on any of which I might have gone and performed the duty required of me by the Statute. The law does not require you to report accidents to the Commissioner, but to give "immediate notice," and he does the investigating and reporting to the Governor. It is my desire to comply with the law. I presume it is yours. I cannot without previous compliance on your part. If I am to investigate, I want fresh evidence gathered on the spot, at the earliest possible moment. I should judge by your meager description, that the accident occurred to the Day Express No. 402, and that it did occur "in some unaccountable and unexplainable manner," which is the very reason why the Commissioner should investigate and ascertain the cause. The published account would lead one to believe that it was occasioned by running at an excessively high rate of speed down a heavy grade. The railroad account of such disasters are ordinarily looked upon with suspicion. The newspaper accounts are usually exaggerated. A correct and unprejudiced report by the Commissioner might possibly be of benefit to the company as well as to the public. As at present advised I am of the opinion that the accident was occasioned through downright carelessness and mismanagement of trainmen in charge of No. 402, and shall so report to the Governor. In justice to yourself, I am aware of your absence at Rock Springs at the time of this accident, and believe that personally you are not responsible for the neglect in serving the required notice.

I am, most respectfully,

W. B. FELKER,
Commissioner.

STATE OF COLORADO,
OFFICE OF RAILROAD COMMISSIONER, }
DENVER, COLO., Sept. 14, 1885.

To His Excellency,

BENJAMAN H. EATON,

Governor of the State of Colorado:

It becomes my duty to report to you that a serious accident occurred on the Denver, South Park and Pacific Railroad, about three miles east of Como, on eleventh instant, to train No. 402. I made no personal examination at the scene of the accident for reason referred to in my letter to Superintendent Dickinson.

I herewith transmit copy of notice of accident received by me, together with my letter aforementioned. After receiving the notice I could not have reached the place of accident before noon of Sunday, nearly forty-eight hours after the accident. To start an investigation at that late day would have been utterly useless. I gathered all information obtainable, and taken in connection with the omissions and admissions of the company, I am forced to the conclusion that the accident was caused by neglect and mismanagement of the employes in charge of the train. That the train was running at a dangerous rate of speed, down grade, beyond the control of the engineer, with no sufficient excuse assigned therefor is sufficient evidence to warrant the conclusion arrived at. The result of injuries to Mrs. Cronkhite cannot yet be ascertained. She is reported being in a critical condition. Railroad accidents are generally looked upon by the public as the result of railroad mismanagement. An investigation resulting in an unprejudiced report by the Commissioner, exonerating the company from blame, would certainly be to the advantage of the company. It cannot be presumed that a company would neglect procuring such a report in cases where the company is without blame. I have therefore

considered a non-compliance with the law requiring "immediate notice" to the Commissioner of the happening of serious accidents, not merely as a suspicious circumstance, but a fact amounting almost to an admission of negligence or mismanagement on the part of the company.

The purpose of the law was to give publicity in relation to the degree of care exercised by railroad corporations in the management of its trains. The Legislature evidently deemed this provision of the law of importance to the traveling public. I have in this, as in all other matters, endeavored to have carried out the letter as well as the spirit of the laws of this State concerning railroads. But as yet I have not in a single instance, on any railroad where an accident has occurred received notice within such time after occurrence as would warrant the investigation contemplated by law. An investigation by the Commissioner, after the debris has been cleared away and all evidence scattered or entirely gone, would be absolutely profitless. I have hitherto made no report to your Excellency of such accidents, for the sole reason that I have for the cause heretofore assigned made no investigation and consequently had no report to make. I, however, deem it my duty to call your attention to the fact that you may be fully advised in the premises.

I am, most respectfully,

W. B. FELKER,

Commissioner.

INSPECTION.

The Commissioner has, during the year, inspected nearly five thousand miles of railroad of the systems reporting to this office. It was deemed of importance by the Commissioner that he gain as much knowledge as possible of railroads out of the State, and being a part of the same system operated within the State.

It afforded the Commissioner the opportunity of judging by comparison of equipment, stational facilities, condition of roadway and track, and the general manner of operating in regard to the safety and convenience of the public.

Much of the inspection of road in this State has been done since the thirtieth day of June. The attention of the Commissioner has been called to but two cases of road that were in a condition to endanger public travel. The first was the Silver Cliff branch of the Denver and Rio Grande Railway, and the other of the Denver and New Orleans Railroad. Inspection was immediately made, and in the first case the following letter was at once addressed to the Receiver:

DENVER, COLO., June 23, 1885.

HON. W. S. JACKSON,

Receiver D. & R. G. Railway,

Denver, Colorado:

DEAR SIR—Complaint having been made to me, as Railroad Commissioner, that portions of the road bed and track of the Silver Cliff Branch of the Denver and Rio Grande Railway were out of repair, to such an extent as to endanger public travel thereon, I proceeded at once to examine and inspect the condition of such branch road. I found that, from a point about three miles beyond Cañon Junction to within about two miles of Marsh Station, the road bed and track in many places were in such condition as to render passage of trains at any rate of speed, however slow, extremely dangerous. At the point where engine 74 went over the precipice, on the ninth day of May last, it is positively criminal negligence to permit a train to pass over the road. The road bed is so narrow that nearly twelve inches of the end of the cross-ties extend out over the precipice. Whenever it rains sufficiently to soften the road bed, the lateral pressure of the engine upon the rails in rounding the curve will press the whole track outward, and inevitably produce a recurrence of the accident of May 9. The track

is even more dangerous than it was before the happening of that accident. By an expenditure of not to exceed \$500, the track at this point can be made perfectly secure. I did not have time to examine the road as thoroughly as necessary, to enable me to ascertain the particular repairs necessary. I intend making a thorough examination of this piece of road immediately; and would be extremely gratified if you would order your track-master, or any other competent officer of your road, to accompany me and assist my judgment in determining what repairs are absolutely necessary to insure public safety in the operating of that branch of road.

The Commissioner fully appreciates your position as Receiver, and the necessity imposed upon you of practicing the utmost economy in the management of the road in your charge; but it cannot be expected that such economy should be carried to the extent of jeopardizing the lives of the traveling public and of the train men in operating that particular piece of road. In view of the accident before mentioned, and the near approach of the rainy season, it is of the greatest importance that this piece of road be immediately put in a condition of safety. I trust you will not deem me extra officious in this matter, but consider, as I do, that the law imposes upon me the imperative duty of making this examination, to the end that I may notify you as required by Statute. I feel, equally with you, that the expense should be as light as possible, and at the same time secure public safety, and for that reason desire your assistance in determining the character and extent of repairs necessary.

Yours, truly,

W. B. FELKER,

Railroad Commissioner.

The needed repairs were made upon this piece of road, and during the season it has been put in better condition than at any time since it was first constructed. Built along

a boisterous, treacherous stream, it is a difficult piece of road to keep in repair, and withal provided with very little traffic. The service is by mixed train, but it is ample for the business done and satisfactory to the patrons of the road.

The Denver and New Orleans is sadly out of repair. The financial distress of this company has been such that it could not maintain its road-bed and track in such manner as provident companies usually do. This road was built in 1881-2. With the exception of ballasting, surfacing and lining necessarily following construction, very little work has been done. One thing has been in favor of the road, it was well constructed. To keep track in good condition it must be watched and worked upon continuously. When it commences to go down, unless repairs are immediately made, it goes down very rapidly. This company reports fifteen section men to 145 miles of road, including sidings; this is one man to each $9\frac{2}{3}$ miles of road. This force of laborers could not keep in repair to exceed fifteen miles of this road. At the time of inspection by the Commissioner, there were but three section men at work on the entire line. The traffic of the road is light, its trains are necessarily light and run slowly. While careful operation may insure safety, it is by no means in that safe and proper condition which the law requires shall be furnished the traveling public. The law seeks to throw protection around human life, and makes it the duty of the Commissioner to stand as a sentinel over the safety of every individual entrusting himself to railway carriage. So long as the road-bed remains frozen solid, no absolute danger is anticipated, but as soon as the frost commences to come out of the ground this track must be repaired, or criminal negligence will rest upon somebody, and it certainly will not be upon the Commissioner. All other roads in this State are not only in safe condition, but in, and being put in, a condition that is a credit to good railroading.

TABULATED STATEMENT.

The tables numbered from one to fourteen inclusive, have been compiled from the returns of the several companies reporting to this office, for convenient reference on nearly all of the matters contained in the returns:

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OPINIONS AND DECISIONS.

All cases coming before the Commissioner for determination, including correspondence which settled any point of controversy, are embraced under this head, and will be found in this report after the annual returns of the companies.

APPENDIX.

A compilation of all the laws of this State pertaining to railroads, will be found at the close of this report under this heading.

GENERAL REMARKS.

I cannot close this report without a few words of explanation, which it is hoped will remove some questions of doubt and prejudice in the minds of the people, as well as railway officials, in regard to the railroad law and its operation in this State. The Commissioner has found a general feeling of distrust in the minds of the people as to the efficiency of this law, or of any law based solely on the advisory plan; and therefore refuse to appeal to its due administration for the redress of grievances which they loudly proclaim on the street corners to exist. On the other hand, railroad men feeling the force and power of the law if duly administered, encourage this feeling of distrust and act with a concerted determination that its powers shall not be invoked wherever and whenever they can prevent. While they manifest no disposition to disobey the law, they inculcate the cherished doctrine of non-interference, coupled with a promise of right doing, if let alone. Now, if railroad corporations will do right of their own motion, so much the better, and they should have all the credit for doing it. The Commissioner does not desire complaints to be made, but he does desire that the cause for complaints be removed. Doing business through so many different agents, with so many different people, embracing so many different interests, it is impossible that railway management can proceed without more or less friction. Sometimes the people are not without blame, sometimes the railway officials are at fault. The exercise of arbitrary power for so long a time has habituated railway officials to restlessness of interference from any source, and the people have at the same time habituated themselves to grumbling and nothing more. The time has come to deal with these questions of difference in a fair, manly way. The law has fixed a basis of settlement, and it is the business of the Commissioner to see that the law is faithfully

executed. His powers and duties are clearly defined, and justice both to the citizen and railroad corporations can be secured by an appeal to the law and to the common arbiter created thereby.

POWERS AND DUTIES.

The act creating the office of Railroad Commissioner and defining his powers and duties, will be found in the appendix. It gives the Commissioner power to investigate all railway management, which affects the safety, interest and convenience of the public. It embraces equipment, train service, terminal facilities and everything connected with operating the railroad. It expressly authorizes him to designate points where railroad corporations shall establish places for loading live stock, ore, coal, coke, stone, lumber, lime or any other freight in car-load lots. It gives him authority to fix the ratio of cars to be furnished shippers in all cases when such railroad corporation has not under its control a sufficient number to supply the demand and the several applicants for cars, and the railroad corporations cannot agree upon the ratio.

It empowers him to investigate all cases of unjust discrimination and extortion, and determine what is a reasonable passenger rate of fare or freight tariff between any points in the State. He has the power to compel any officer, agent or employé of the corporation to answer under oath as to all matters relating to the subject under investigation, and compel the production of any books or papers necessary for the examination of any matter pertaining to the management of such railroad.

It is true, that the Commissioner can only investigate, determine and recommend. He is armed with no power to compel immediate obedience. He may request the Governor to direct suit to be brought by the District

Attorney or the Attorney General, even to the annulling of corporate charters, but the most potent power behind every recommendation of the Commissioner is public opinion, and the vision of corrective legislation.

No more arbitrary law is needed until railroad corporations refuse prompt compliance with all reasonable determinations and recommendations made by the Commissioner under the present law. It will be time enough to find fault with the law and call for an increase of power when this law fails in its purpose of correcting corporate abuses.

It is for the interest of the people that they give this law a fair trial. It is for the interest of the railroad corporations that it be given a fair trial, without impediments from any source or of any kind.

It is a mistaken policy upon the part of railway officials to assume a hostile attitude towards whomever may desire to present a grievance to the Commissioner, and by such means prevent complaints from being made; or, when made, to toy with the character of the proceedings and attempt to destroy whatever of good may come to the people from careful and unprejudiced investigation. The Commissioner system was established with the view of furnishing a tribunal before whom the humblest and poorest citizen may appear without expense, and with the assurance that speedy investigation will redress any wrong committed by corporate power.

The very foundation of the advisory plan is the creation of a common arbiter to stand between the people and these powerful corporations, and to whom each may appeal for an amicable adjustment of all differences. It is the hope of the one, and should be the desire of the other that the effectiveness of this system shall accomplish the desired result, without the conferring of more arbitrary power.

Railway companies make a great mistake when they attempt to belittle the work of the advisory system, and

deprive the office of that credit which honestly belongs to a faithful discharge of its duties. State regulation, in some form, has come to stay. The intelligence of the age has demonstrated that it is a function of government necessary to be exercised. It is progressive; nineteenth century ideas do not move backward, and Colorado is not a State that will travel in the rear of a question of progress. The law in its present, or some other form, is a fixed fact, and if judiciously administered will be a benefit to railroads as well as the people. A sound, healthy, public judgment will be born out of publicity of railway management. Intelligence cannot fail to remove unjust prejudice. No harm can come from a public knowledge that right has been done. The present law is based upon the theory of publicity in all things tending to enlightenment of the public mind upon the relations existing between the public and railroad corporations.

The people of the State should acquaint themselves with the law and with its operation.

Communities and shippers who have cause for complaint should thoroughly test the present law, give it a fair trial, notwithstanding the prating of demagogues who insist that there is no efficiency in it, and not wait until the next session of the legislature, and then say that no good results can be derived from it.

The advisory system has worked well in other States. There is no reason why it should not accomplish the same results in this State.

The Commissioner thus far has had no grounds for apprehension that railroad companies will not adopt any just recommendation when made, and they certainly are entitled to a presumption in their favor until the contrary appears.

DISCRIMINATION.

There appears to be some confusion in the mind of traffic managers, in relation to our Statute on this subject. It reads as follows:

"No railroad corporation shall, without the written approval of said Commissioner, charge, demand or receive from any person, company or corporation, for the transportation of persons or property, or for any other service, a greater sum than it shall, while operating under the classification and schedule then in force, charge, demand or receive from any other person, company or corporation for a like service from the same place, or upon like conditions and under similar circumstances; and all concessions of rates, draw-backs and contracts for special rates shall be open to, and allowed all persons, companies and corporations alike, at the same rate per ton per mile, upon like conditions and under similar circumstances—except in special cases designed to promote the development of the resources of this State, when the approval of said Commissioner shall be obtained in writing.

"But nothing in this section shall be construed so as to prevent the said Commissioner from making a lower rate per ton per mile, in car-load lots, than shall govern shipments in less quantities than car-load lots, and from making lower rates for lots of not less than five car-loads than for single car-load lots, except in cases otherwise provided for in this section."

This Statute prohibits discrimination in all kinds of railroad service, unless the written approval of the Commissioner be first obtained. Concessions, draw-backs and special rates are permissible only when made open and to all upon the mileage basis. Schedule rates need not be made on that basis, but concessions and special rates must. Great.

stress has been put upon the closing words of the sentence, "upon like conditions and under similar circumstances." It has been construed to mean, over the same identical piece of road, between the same terminal points, with the same conditions of track, the same motive power, the same quality of fuel and the same kind of weather. No such narrow construction can be placed upon this Statute. The words "at the same rate per ton per mile" covers all road and precludes the idea of confinement to the same termini. Wherever, on the line of the road, like conditions and similar circumstances exist, the rate given must obtain. The meaning of the words "like conditions and similar circumstances" may become largely a matter of opinion and lead to great perplexity in their application; but it can hardly be denied but what they must receive a liberal interpretation.

This section has, in another respect, been misinterpreted. It is evident that the Legislature understood that railway companies were prone to grant concessions, draw-backs and special rates to favorites. Nothing is plainer on the face of this Statute, than the purpose of the Legislature to put an end to this practice of favoritism. The companies were shorn of the power to further practice it. The seal of prohibition was placed upon its future exercise by the company. But believing that a wise commercial policy, in its relation to the business interests and prosperity of the State, might demand discriminatory rates in particular instances, the Legislature placed the exercise of that power solely in the hands of the Commissioner. And it is only on the written approval of the Commissioner first obtained, that railway companies can grant concessions, draw-backs and special rates, unless they be made open and to all alike and upon the tonnage, mileage basis.

It has been suggested to the Commissioner that where it had been the practice and custom of the company, prior to the enactment of this Statute, to grant concessions and

special rates to particular persons engaged in a particular business, or to aid in the development of the resources of the State, as to such practice and custom the prohibitory clause of the Statute would not be operative. The suggestion is founded upon the assumption that whatever is right for the Commissioner to do is right for the company to do without his approval, if according to the previously known custom of the road. This is a mistake. What may have been innocent, may become statutory misdemeanor. What may have been lawful may, by act of the law making power, be made unlawful.

It may have been unwise legislation to vest the Commissioner with this power, of that I have at present nothing to say; but both the railway corporations and the Commissioner must abide by this law as they find it. If it be said that to obtain the written approval of the Commissioner in every such case imposes a heavy burden upon railway companies or shippers, it may be answered, that by voluntary agreement between the companies, concessions and special rates on all pooled business must come from the pool commissioner. The burden imposed by law, is no greater than that which companies voluntarily impose upon themselves.

These suggestions are thrown out solely for the benefit of the railway companies. It is a well known fact that concessions, drawbacks and special rates are granted by railway officials only to the importunate shipper, and not because of any longing to partition legitimate railway earnings. Every dollar of concession must be wrung out of some other patron of the road. Expenses and fixed charges must be paid; the balance sheet must be made to balance. Railway officials have an easy road open to dispose of this army of pertinacious solicitors for favor. They can point to the law, and direct them to the tender sympathies of the Railroad Commissioner.

This section has been misconstrued in another respect. It has been claimed that the law recognized the car load as

the unit of shipment, and authorized railway companies to frame their schedule of rates on that basis, and for shipments of five carloads and over, they could reduce the unit rate. Such is not the law; no unit of shipment is established.

It is undoubtedly profitable for a railway company to concentrate its business at particular points on the line of its road. Especially is this so as to heavy shipments of low rate freights. While it is highly commendable in railway managers to reduce operating expenses to the minimum and swell net earnings to the maximum, it must not be done at the sacrifice of that duty which they owe to the public. Every section of the State has an equal right to build itself up by the development of its resources and the establishment of local industries. It is contrary to the policy of the law, for railway companies to attempt to check this growth. The projection of a railroad into a community, is the assertion of a public right, and such assertion incurs public duty to that community. Private enterprise may build up great public centers of trade, and commerce will naturally wend its way thitherward without the necessity of a great public corporation's grinding out the existence of other communities along the line of its road. The principle of tearing down here to build up there, is no part of the business of a railway company.

This is equally true of individual industries. Because it may be profitable for railway companies to encourage concentration of business, furnishes no excuse for concessions to capitalized industries. Special rates on account of volume of business assist in building up industrial monopolies that crush out individual enterprise and destroys competition in business. The markets of the State should be open alike to all producers and manufacturers in the State, without being handicapped by a freight rate that precludes the chance of a margin for profit. For a new State filled with undeveloped resources, encouragement should be given to the small capitalist, the small producer, the small

manufacturer, so that there may be the widest possible diffusion of commercial enterprise. Large industries, strongly capitalized, can take care of themselves. The economy of doing business on a large scale puts them into the markets at an advantage that will enable them to control prices.

Discrimination on account of volume of business, is not favored by the common law, and finds no warrant in the Statutes of this State. One of the latest enunciations of the law on this subject was made by the Supreme Court of Ohio December 10, 1885. I quote from the syllabi: "Where such a corporation as a common carrier of freight, in consideration of the fact that a shipper furnish a greater quantity of freight than other shippers during a given term, agrees to make a rebate on the published tariff on such freight to the prejudice of other shippers of like freight under the same circumstances, held: Such a contract is an unlawful discrimination in favor of the large shipper, tending to create monopoly, destroy competition, injure, if not destroy, the business of smaller operators contrary to public policy, and will be declared void at the instance of parties injured thereby; and such a contract of discrimination cannot be upheld simply because the favored shipper may furnish for shipment during the year, a larger freightage in the aggregate than any other shippers, or greater than all the others combined.

"Where the lower rate is either intended to give, or has the necessary effect of giving, an exclusive monopoly affecting the business and destroying the trade of other shippers, the latter have the right to require an equal rate for all under like circumstances."

Our Statute confers the power upon the Commissioner to make a discrimination in favor of the greater volume of business. The Commissioner may establish a unit of shipment, and make it the basis of calculating rates.

This is a discretionary power conferred upon the Com-

missioner, and should be exercised with caution, that injury to other patrons of the road might not be inflicted, and still it should be exercised in all cases where justice demands it. The railway companies in this State, thus far, have not seen fit to apply to the Commissioner for his approval in relation to any of the matters embraced in this section. Any attempt upon the part of railway companies to set at naught this provision of the law, may embarrass the work of bringing about a perfect understanding and friendly feeling between railway corporations and the public. No specific violation of this law has come to my notice; but that no misapprehension upon the subject of rate-making power may exist, the Commissioner has deemed it his duty to call the attention of railway officials to the provisions of this section.

COAL.

In many localities in this State the price of coal to the consumer is exorbitantly high. This is not so much attributable to high rate of transportation as it is to unwarrantable profits of the dealer, who has managed, through the assistance of the railway companies to secure a monopoly of the business. The Railroad Commissioner has no power to investigate prices and profits of coal dealers. The only remedy for this is the enforcement, by pillaged communities, of the economic principles of competition in trade. Railway companies have no right to favor any particular producer or dealer. Discrimination in furnishing facilities to competitive producers or dealers is as fatal to the consumer as discrimination in rates of transportation; and the one is just as plain a violation of the law as the other. It is only when railway companies become absolutely fair and impartial in their dealings with shippers and consignees, treating each and all alike, that they can expect to be free from the charge of unjust discrimination.

Any unnecessary charge added to the original cost before it reaches the retail dealer, is a tax upon the consumer; and when such charge is made as against one producer or dealer and not against another, and is traceable to action of the railroad company, it constitutes unjust discrimination as defined by our Statute. The object and purpose of the Statute is, to compel railway companies to deal justly by all patrons of railway transportation.

Taking into consideration the public impression on the subject of railroad discrimination in coal matters, it has been surprising to me that so few complaints have been made to the Commissioner for investigation. Excepting the two complaints of Gilpin and Clear Creek County Commissioners *vs.* The Union Pacific Railway Company, which embrace coal in the general charge of excessive rates on all traffic, there have been but three complaints made directly bearing on the coal traffic. These are reported in this volume under the head of "Complaints and Decisions." The first was that of Harris *vs.* The Denver and Rio Grande Railway Company, alleging discrimination in furnishing facilities in handling coal at Leadville. Hon. N. Rollins, author of the present Railroad Statute was attorney for complainant. An issue of fact was joined by answer of the company; and shortly thereafter a settlement was made and complainant abandoned his proceedings. The Commissioner was never fully informed of the terms of settlement; but whatever it was, complainant's continuing in the coal business at Leadville, did not have the effect of lowering the price of coal to the consumer.

The second was Twenty-five Citizens of Chaffee County *vs.* The Denver and Rio Grande Railway Company, for the reduction of the coal tariff between Cañon City and Salida. A reduction was recommended by the Commissioner, and the company adopted the rate.

The third was Goodridge & Marfell, owners of the Stewart Mine *vs.* The Union Pacific Railway Company,

alleging discrimination in the distribution of cars. The Commissioner called the attention of General Manager Callaway to the matter and the cause of complaint was immediately removed.

There has been much talk and but few complaints. The Commissioner cannot file a rumor in his office. He must have something specific and definite upon which to proceed with an investigation. The law contemplates a complainant with a statement of facts constituting grounds for relief, and notice thereof to the railway company charged, with the right to be heard. The law is ample to protect every coal producer, dealer and consumer against unjust rates and discrimination chargeable to railroad mismanagement. The Commissioner is powerless to redress grievances, no matter how unjust or oppressive, unless the injured party has the courage to make his accusation, stand by it and face the accused. Railway companies are as fully afraid of a sound, just public sentiment, as the business coward is afraid of a railway company.

Thus far, railway companies in this State have shown a willingness to do right, if right be firmly asked of them. This coal question can and must be settled amicably. Dependent upon it almost exclusively for fuel, the coal supply is a question of the utmost importance to the people of this State. It has become a settled conviction in the public mind that a coal measure in this State is valueless, unless owned by, or in common with, a railway company; and that railway companies control the price of the entire product. Is this conviction justly founded upon fact? The Commissioner is unable to answer. Owing to the more important labor of organizing this department, inspecting the railroads belonging to this system, and gathering information required by Statute to be put into this report, and the short space of time in which to do this work, the Commissioner has been unable to learn more on this subject

than what was absolutely necessary to a correct determination of the complaints brought before him.

A few things have, however, fallen under the observation of the Commissioner which bear upon this point. Private capital did not develop sufficient product to supply the growing railroad demand. It became a matter of necessity for railway companies to provide for themselves, besides it was a matter of economy to do so. The Colorado emigrant, with pick and shovel and pan, was looking for gold, not coal mines. He was a purchaser not producer. The enormous consumption of coal by railroads would have overtaxed the producing power of the capital and labor invested in that industry, and resulted in enhancing the price even beyond what it now is. Under such circumstances, it can hardly be declared objectionable for railway companies to have invested in and opened up coal mines and to dispose of their surplus product over and above self consumption.

The necessity for a steady supply at low rates, may necessitate continued operation by the companies; but as private enterprise enters the field, opens up new mines and crowds the markets with an increased product until competition becomes not only active but aggressive, the intelligent railway manager cannot fail to see that it is not for the interest of his company to stay in the markets as a commercial trader, continually antagonizing the patrons of his road.

RETURNS.

The first return published in this report (being that of the Burlington and Colorado Railroad company), is an exact copy of the book of form of annual returns prescribed by the Commissioner, and contains all of the questions propounded to the managing officers of the several railroad corporations doing business in this State. By reference to

it, and the returns made by each company and herein printed, it will be seen what questions were asked and what answered. In the published returns of all other companies which follow, all unanswered questions are omitted. It will be observed that, in a large proportion of the returns, many important questions elicited no answer from the officers, and no reason is assigned for the omission. Upon inquiry the Commissioner learned that omission of answer was not for the reason that the company refused to answer, but that the information necessary to make answer was not in such shape that it could be readily given by the company, and the officers assumed that a blank space showed lack of knowledge or power to answer. It is quite clear that some answers have been omitted through oversight, some on account of economy of time and labor to make the necessary computations, and some through misconception of the importance of the information sought. The Commissioner urges upon the attention of railway officials, the necessity of answering each and every question asked, or stating the reason therefor, so that the returns, made in the future, be free from that exasperating uncertainty occasioned by a blank space. This office has not sufficient clerical force to either make or revise computations which are called for by questions propounded. Incorrect computation is worse than none, for the error is not discovered until tabulated statements are made and proof work commenced. It takes longer to discover an error than to make the original computation.

Special attention of the several companies required by law to make annual returns to this office is called to the fact that the Commissioner's annual report must be made to the Governor of the State by the first day of December of each year. His Excellency must have time to examine it before writing his message to the General Assembly, and the people should have time to examine it prior to the Legislative session, that they may be fully advised as to cor-

rective legislation, if any be needed. It will require fully thirty days to print the report, leaving only sixty days in which to prepare it for publication. From experience of the present year, the Commissioner can advisedly state that such time is too short. It is fortunate that the delay in making the present returns occurred during a year in which there is no session of the General Assembly. There will be no sufficient cause for such delay in the future. While it may be that some of the companies might have prosecuted the work of the present year more industriously, the Commissioner is fully satisfied that there has been no willful delay on the part of any of the companies; nor has there been manifest any disposition to work heedless of the law, or to embarrass the Commissioner in the performance of his duties.

The Commissioner is pleased to be able to make this statement in behalf of the officers of the various companies having the matter in charge.

W. R. FELKER,
Commissioner.

Attest:
HENRY FELKER,
Secretary.

STATISTICAL TABLES,
COMPILED FROM RETURNS.

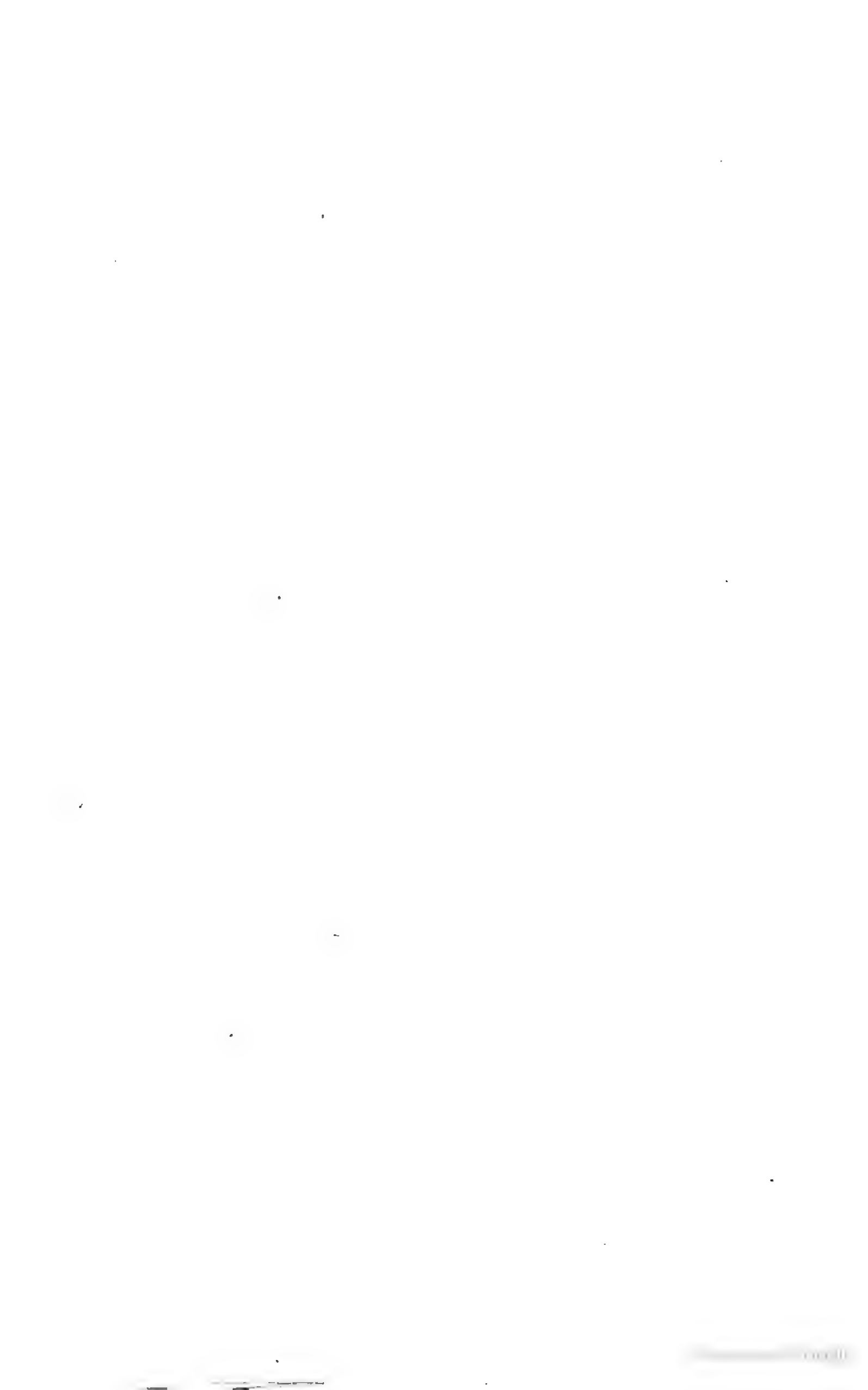


TABLE I—CAPITAL STOCK.

| CORPORATE NAME OF RAILWAY COMPANY. | Authorized | Number of shares is- sued. | Amount is- sued. | Issued to construct | Issued per mile. | Representing road in Col- orado | Held in Col- orado. | Total hold- ers. | Holders in Colorado. |
|--|------------------|----------------------------------|---------------------|------------------------|---------------------|---------------------------------------|------------------------|---------------------|-------------------------|
| Atchison, Topeka and Santa Fé..... | \$68,000,000 00 | ..... | \$56,913,250 00 | \$24,662,650 00 | \$23,104 05 | \$5,616,200 00 | \$ 300 00 | ..... | 3 |
| Burlington and Colorado | 5,000,000 00 | 40,460 | 4,026,000 00 | 4,026,000 00 | 23,420 18 | 4,026,000 00 | 1,000 00 | 8 | 1 |
| Colorado Central..... | ..... | 12,393 | 6,230,300 00 | ..... | 19,048 83 | 6,230,300 00 | 10,500 00 | 19 | 7 |
| Denver Circle..... | 1,000,000 00 | 3,700 | 300,000 00 | 300,000 00 | 48,000 00 | 300,000 00 | 53,100 00 | 10 | 5 |
| Denver, Utah and Pacific | 3,000,000 00 | ..... | 667,000 00 | 458,000 00 | 20,639 63 | 637,000 00 | 140,000 00 | 150 | 20 |
| Denver and Rio Grande | 50,000,000 00 | 350,700 | 36,000,000 00 | 38,000,000 00 | 26,553 45 | 38,000,000 00 | 27,375 00 | 1,008 | 17 |
| Denver, South Park and Pacific..... | ..... | 61,428 | 6,142,800 00 | ..... | 19,068 14 | 6,142,800 00 | 1,300 00 | 15 | 4 |
| Denver and New Orleans..... | 15,000,000 00 | 27,400 | 2,740,000 00 | 2,740,000 00 | 19,927 87 | 2,740,000 00 | 2,740,000 00 | 10 | 10 |
| Denver and Boulder Valley. .... | ..... | 70,000 | 700,000 00 | ..... | 25,425 92 | 700,000 00 | ..... | ..... | ..... |
| Denver and Middle Park | 1,000,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Georgetown, Breck. and Leadville... | 2,700,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Golden, Boulder and Caribou..... | ..... | 600 | 60,000 00 | ..... | 11,737 81 | 60,000 00 | ..... | ..... | ..... |
| Greeley, Salt Lake and Pacific..... | 3,000,000 00 | 8,083 | 808,500 00 | ..... | 1,500 00 | 808,500 00 | ..... | ..... | ..... |
| Union Pacific Consolidated..... | 61,000,000 00 | 6,8640 | 60,838,500 00 | 50,762,300 00 | 34,183 46 | 9,003,317 74 | 2,500 00 | 7,551 | 2 |
| Total | \$209,000,000 00 | 1,461,765 | \$177,476,750 00 | \$120,343,450 00 | \$28,661 43 | \$75,215,017 74 | \$2,977,275 00 | 8,771 | 69 |

TABLE II.—DEBT.

| CORPORATE NAME OF RAILROAD COMPANY. | Founded. | Bonds issued during year | Funded debt per mile. | Unfunded. | Total debt. | Total per mile. | Representing road in Col- orado | Stock and debt. | Stock and debt per mile. |
|---|-------------------|-----------------------------|--------------------------|------------------|-------------------|--------------------|---------------------------------------|--------------------|-----------------------------------|
| Atchison, Topeka and Santa Fe | \$ 43,117,500 00 | \$ 2,500,000 00 | \$ 22,048 90 | \$ | \$ 43,117,500 00 | \$ 22,048 90 | \$ 4,954,540 01 | \$ 100,030,750 00 | \$ 51,152 55 |
| Burlington and Colorado | 4,026,000 00 | ..... | 23,930 15 | ..... | 4,026,000 00 | 23,930 15 | 4,026,000 00 | 3,052,000 00 | 46,040 76 |
| Colorado Central..... | 4,728,000 00 | ..... | 14,639 68 | ..... | 4,728,000 00 | 14,639 68 | 4,728,000 00 | 11,013,300 00 | 33,688 51 |
| Denver Circle..... | 125,000 00 | ..... | 20,000 00 | 80,031 38 | 205,031 38 | 32,805 02 | 205,031 38 | 505,031 38 | 85,805 02 |
| Denver, Utah and Pacific | 615,000 00 | 200,000 00 | 18,000 00 | ..... | 615,000 00 | 18,558 55 | 615,000 00 | 1,305,000 00 | 39,189 18 |
| Denver and Rio Grande..... | 28,623,000 00 | ..... | 21,733 48 | ..... | 28,623,000 00 | 21,733 48 | 28,623,000 00 | 76,023,000 00 | 50,586 93 |
| Denver, South Park and Pacific.... | 4,617,000 00 | 1,254,000 00 | 14,331 53 | 1,700,291 00 | 6,317,291 00 | 15,600 78 | 6,317,291 00 | 12,460,001 00 | 38,677 70 |
| Denver and New Orleans.. .. | 2,461,000 00 | ..... | 18,000 00 | 66,231 06 | 2,535,231 06 | 15,432 55 | 2,535,231 06 | 5,270,131 00 | 38,360 42 |
| Denver and Boulder Valley..... | 551,000 00 | ..... | 20,370 37 | 48,105 18 | 599,105 18 | 22,152 04 | 599,105 18 | 1,276,105 18 | 49,077 96 |
| Denver and Middle Park..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Georgetown, Breck and Leadville | ..... | ..... | ..... | 6,052 92 | 6,052 92 | 820 86 | 6,052 92 | 6,052 92 | 820 86 |
| Golden, Boulder and Caribou.... | 600,000 00 | ..... | 11,787 81 | ..... | 600,000 00 | 11,787 50 | 600,000 00 | 120,000 00 | 23,575 02 |
| Greeley, Salt Lake and Pacific | 808,000 00 | ..... | 14,070 72 | ..... | 808,000 00 | 14,070 72 | 808,000 00 | 1,616,500 00 | 29,090 72 |
| Union Pacific Consolidated..... | 116,023,797 00 | ..... | 71,402 50 | 4,704,730 05 | 120,728,527 05 | 73,001 98 | 22,053,412 01 | 191,710,000 00 | 107,133 44 |
| Total | \$ 205,845,297 00 | \$ 3,000,000 00 | \$ 33,239 39 | \$ 66,606,402 73 | \$ 212,451,699 73 | \$ 34,450 99 | \$ 75,503,564 96 | \$ 400,021,871 86 | \$ 64,512 89 |

* No bonds issued and no debt reported.

† No bonds issued

TABLE III—ROAD-BED AND TRACK IN COLORADO, IN MILES.

| CORPORATE NAME OF RAILWAY COMPANY. | Main line. | Branches. | Leased lines. | Total operated. | Three-rail track. | TRACK SECTIONS. | | | RAILS. | | | | TIRES. | | | | |
|--|------------|-----------|---------------|-----------------|-------------------|-----------------|-------------|--------------|----------|-------------------------|-----------------------------|--------|-------------------------|-------------------------------------|-----------|-------------------------|----------------------|
| | | | | | | Number. | Av. length. | Men in gang. | Steel. | Average life, years. | Laid during year, miles. | Iron. | Average life, years. | Number feet laid during year. | Per mile. | Average life, years. | Laid during year. |
| Atchison, Topeka and Santa Fé.... | ..... | ..... | 282.11 | 282.11 | ..... | 45 | 6.25 | 4.50 | 165.54 | ... | 20.91 | 116.57 | 8 | ..... | 3,000 | 4108 | 66,472 |
| Burlington and Colorado | 174.89 | ..... | ..... | 174.89 | ..... | 25 | 7 | 3.5 | 174.89 | 10 | ..... | ..... | ... | ..... | 3,000 | 7 | 1,147 |
| Colorado Central | 130.56 | 196.51 | ..... | 283.07 | 15.6 | 46 | 6.8 | 4 | 151.16 | ... | 1.76 | 175.91 | ... | ..... | 2,700 | ... | 85,583 |
| Denver Circle | 6.25 | ..... | ..... | 6.25 | 1.5 | 1 | 6.25 | 3 | ..... | ... | ..... | 6.25 | ... | ..... | 2,600 | ... | ..... |
| Denver, Utah and Pacific | 33.30 | ..... | ..... | 33.30 | ..... | 3 | 11 | 8 | ..... | ... | ..... | 33.30 | ... | 2,430 | 2,800 | ... | 2,424 |
| Denver and Rio Grande | 460.79 | 699.89 | ..... | 1,160.68 | 121.3 | 225 | 5.85 | 5 | 1,010.23 | ... | 9.25 | 190.45 | ... | ..... | 3,150 | 5108 | 363,996 |
| Denver, South Park and Pacific... | 150.97 | 171.18 | ..... | 322.15 | ..... | 54 | 6 | 4 | 227.10 | 8 | ..... | 95.05 | 6 | ..... | 3,000 | 4 | 106,148 |
| Denver and New Orleans.. | 124.37 | 13.17 | ..... | 137.54 | .5 | 3 | 41.45 | 5 | 132.761 | ... | ..... | 4.78 | ... | ..... | 2,600 | 2 | 10,000 |
| Denver and Boulder Valley..... | 27.00 | ..... | ..... | 27. | ..... | 4 | 7 | 5 | ..... | ... | ..... | 27.00 | 6 | ..... | 2,464 | 4 | 14,787 |
| Denver and Middle Park | 3.92 | ..... | ..... | 3.92 | ..... | 1 | 3.92 | 3 | ..... | ... | ..... | 3.92 | ... | ..... | 2,750 | 4 | 479 |
| Georgetown, Breck. and Leadville.. | 8.47 | ..... | ..... | 8.47 | ..... | 2 | 4 | 4 | 8.47 | 8 | ..... | 20 | 6 | ..... | 2,700 | 4 | 780 |
| Greeley, Salt Lake and Pacific | 39.46 | 14.44 | ..... | 53.90 | ..... | 7 | 7.4 | 4 | 14.44 | 8 | ..... | 39.46 | 6 | ..... | 2,640 | 4 | 4,132 |
| Union Pacific Con... .. | 8.84 | 289.30 | ..... | 298.14 | ..... | 43 | 6.75 | 6 | 190.60 | 12.5 | 60.91 | 137.54 | 6.5 | ..... | 2,895 | 6 | 97,774 |
| Golden, Boulder and Caribou | 5.09 | ..... | ..... | 5.09 | ..... | 1 | 5.09 | 3 | ..... | ... | ..... | 5.09 | 10 | ..... | 2,288 | 4 | 1,631 |
| Total | 1,173.91 | 1,384.49 | 282.11 | 2,796.51 | 138.9 | 460 | ..... | ..... | 2074.991 | ... | 93.73 | 765.52 | ... | 2,430 | 2,661 | ... | 755,353 |

TABLE III.—CONTINUED.

| CORPORATE NAME OF RAILWAY COMPANY. | BRIDGES | | | | FENCING | | | CROSSINGS | | | CURVATURE. | | | GRADE. | |
|--|---------|---------------------------------|-----------------------|---------------------------------|------------------------------------|------------------------------|--------------|---------------|-----------|-----------|-------------------------------|--|---|----------------------|-----------------------|
| | Number. | Aggregate length in feet. | Built during year. | Aggregate length in feet. | Life trestle and pile in years. | Life wooden truss in yrs. | Total miles. | Cost per rod. | Railroad. | Highways. | Shortest ra- dius in feet. | Aggregate length of all radii in miles. | Aggregate length of all tangents in miles. | Maximum per mile. | Longest max- imum. |
| Atchison, Topeka and Santa Fe | 438 | 36,101 | 5 | 494 | 8 to 10 | 10-12 | 46 | \$3.06 | 5 | 76 | 573.69 | 57.584 | 224.521 | 184.8 ft. | 150 5 ft. |
| Burlington and Colorado | 139 | 11,519 | .. | .. | 10 | 10 | 95.99 | 2.03 | 7 | 52 | 1910 | 16.020 | 157.970 | 42 | 4,500 |
| Colorado Central | 352 | 16,887 | 3 | 158 | 10 | 12 | 11.93 | 60 | 6 | 160 | 478.34 | 55.115 | 239.240 | 211 | 7,000 |
| Denver Circle | 3 | 700 | .. | .. | .. | .. | .. | .. | 2 | 33 | .. | .. | .. | .. | .. |
| Denver, Utah and Pacific | 20 | 2,358 | .. | .. | .. | .. | .. | .. | 3 | 14 | .. | .. | .. | .. | .. |
| Denver and Rio Grande | 1481 | 90,551 | .. | .. | 5 | 8 | 19.4 | 77 | 9 | .. | 193.3 | 377.880 | 938.000 | 237 | 2 8 m |
| Denver, South Park and Pacific | 349 | 12,495 | 11 | 906 | 10 | 12 | 13.15 | 75 | 7 | 86 | 206.7 | 96.360 | 220.895 | 211 | 7,500 |
| Denver and New Orleans | 285 | .. | .. | .. | .. | .. | 10 | 1.00 | 4 | 104 | 955.4 | .. | .. | 105.6 | 34,100 |
| Denver and Boulder Valley | 53 | 1,637 | .. | .. | 10 | 12 | 15.2 | 75 | 2 | 20 | 955.37 | 8.208 | 18.792 | 52.8 | 4,700 |
| Denver and Middle Park | 4 | 192 | 4 | 192 | 10 | 12 | .. | .. | .. | 3 | 573.69 | 1.794 | 2.205 | 119 | 2,500 |
| Georgetown, Breckenridge & Lead'le | 44 | 1,990 | 3 | 33 | 10 | 12 | .. | .. | 1 | 10 | 193.2 | 3.619 | 4.851 | 190 | 2,600 |
| Golden, Boulder and Caribou | 18 | 459 | .. | .. | 10 | 12 | .. | .. | .. | 4 | 521 | 1.372 | 3.782 | 90 | 4,000 |
| Greeley, Salt Lake and Pacific | 150 | 5,243 | 3 | 39 | 10 | 12 | .. | .. | 1 | 33 | 206.7 | 13.940 | 39.961 | 232 | 1,000 |
| Union Pacific Con. | 255 | 15,461 | 6 | 159 | 10 | 12 | .. | .. | 2 | 108 | 942.20 | 44.155 | 245.278 | 76 | 5,000 |
| Total | 3591 | 195,593 | 35 | .. | .. | .. | 211.67 | .. | 49 | 713 | .. | 676.947 | 2,095.495 | .. | .. |

*Not reported

TABLE IV.—EQUIPMENT.

| CORPORATE NAME OF RAILWAY COMPANY. | Locomotives. | | | | CARS. | | | | | | | Maxim'm wght of locomotive and tender. | Average wght of locomotive and tender. | Max. weight of passenger car. | Av. weight of passenger car. | No. cars eq'pd with air brake. | No. locomotives with train brake. |
|--|--------------|----------|-------------|------------|----------------------------------|---------------|--------------|--------|-----------------------|------------|-----------|--|--|----------------------------------|---------------------------------|-----------------------------------|--------------------------------------|
| | Passenger. | Freight. | All others. | Passenger. | Baggage, mail and express. | St'ping, etc. | Box freight. | Stock. | Platform and coal. | All other. | Total No. | | | | | | |
| Atchson, Topeka and Santa Fé..... | 94 | 221 | 37 | 151 | 68 | 30 | 4,430 | 947 | 2,599 | 1,699 | 9,924 | 55 | 40 | 28½ | 24 | 6,636 | 218 |
| Burlington and Colorado | ... | 10 | ... | 9 | 7 | ... | 205 | 89 | 103 | 59 | 483 | 58 | 875 | 24 2 | 24 2 | 9 | 5 |
| Colorado Central..... | 14 | 19 | ... | 28 | 15 | ... | 353 | 83 | 350 | 15 | 844 | 79 | 53 | 28 | 20 | 303 | 22 |
| Denver Circle..... | 3 | ... | ... | 13 | ... | ... | ... | ... | ... | ... | ... | ... | 20 | ... | ... | 12 | ... |
| Denver, Utah and Pacific.. | 1 | 3 | ... | 2 | 2 | ... | 26 | ... | 83 | 8 | 125 | 38 | 31½ | 8¾ | 8¾ | ... | ... |
| Denver and Rio Grande. | 58 | 172 | 9 | 84 | 34 | ... | 2,656 | 443 | 2,541 | 178 | 6,003 | 48 | 36 | 16½ | 12½ | 6,003 | 239 |
| Denver, South Park and Pacific..... | 12 | 62 | ... | 27 | 6 | 5 | 577 | 9 | 649 | 21 | 1,296 | 53 | 48 | 20 | 13 | 1,238 | 73 |
| Denver and New Orleans.. | 4 | 4 | ... | 4 | 2 | ... | 60 | 14 | 175 | 55 | 310 | 45 | 40¼ | 12 | 12 | 6 | 4 |
| *Denver and Boulder Valley | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| *Denver and Middle Park | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| *Georgetown, Breckenridge and Leadville... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| *Golden, Boulder and Caribou..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| *Greeley, Salt Lake and Pacific..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Union Pacific Con | 57 | 288 | ... | 169 | 82 | 38 | 4,039 | 892 | 1,846 | 324 | 7,399 | 90 | 67 | 34 | 26.5 | 1,953 | 178 |
| Total | 243 | 779 | 46 | 487 | 271 | 73 | 12,346 | 2,477 | 8,346 | 2,359 | 26,384 | ... | ... | ... | ... | 15,460 | 751 |

*Equipped by U. P. Con.

TABLE V.—Cost.

| CORPORATE NAME OF RAILWAY COMPANY. | ROAD. | | EQUIPMENT. | | Average per Mile. | Chargable to Colorado. | Average per Mile. |
|--|-----------------|-----------------|-----------------|--------------|----------------------|---------------------------|----------------------|
| | Total. | In Colorado. | Total. | In Colorado. | | | |
| Atchison, Topeka & Santa Fe | \$84,577,870 93 | \$10,150,624 41 | \$10,312,044 47 | \$ | \$5,273 25 | \$ | \$48,526 64 |
| Burlington & Colorado ..... | * | ..... | ..... | ..... | ..... | 8,166,797 81 | 46,697 92 |
| Colorado Central | 10,708,563 14 | 10,708,563 14 | 515,805 73 | 515,805 73 | 1,577 05 | 11,224,368 87 | 34,317 94 |
| Denver Circle..... | * | ..... | 40,000 00 | 40,000 00 | 6,400 00 | ..... | 6,400 00 |
| Denver, Utah & Pacific | 7,105,000 00 | 1,305,000 00 | 109,653 88 | 109,653 88 | 3,022 64 | 1,414,653 88 | 39,189 18 |
| Denver & Rio Grande..... | * | ..... | ..... | ..... | ..... | 66,623,000 00 | 50,586 93 |
| Denver, South Park & Pacific ..... | * | ..... | ..... | ..... | ..... | 12,747,291 38 | 39,569 43 |
| Denver & New Orleans..... | 3,015,136 79 | 3,015,136 79 | 269,431 90 | 269,431 90 | 1,958 92 | 3,284,568 69 | 23,880 65 |
| Denver & Boulder Valley..... | † | ..... | ..... | ..... | ..... | ..... | ..... |
| Denver & Middle Park..... | 29,720 90 | 29,720 90 | ..... | ..... | ..... | ..... | ..... |
| Georgetown, Breck. & Leadville... | 428,380 81 | 428,380 81 | ..... | ..... | ..... | ..... | ..... |
| Golden, Boulder & Caribou | 120,000 00 | 120,000 00 | ..... | ..... | ..... | ..... | ..... |
| Greeley, Salt Lake & Pacific..... | 1,616,500 00 | 1,616,500 00 | ..... | ..... | ..... | ..... | ..... |
| Pueblo & Arkansas Valley..... | 10,150,624 41 | 10,150,624 41 | ..... | ..... | ..... | ..... | ..... |
| Union Pacific Con..... | * | ..... | ..... | ..... | ..... | 159,097,996 62 | 86,819 83 |

* Not reported separately.

† Not reported.

‡ Equipped by U. P. Con.

§ Equipped by A., T. & S. F.

TABLE VI.—PROPERTY ACCOUNTS.

| CORPORATE NAME. OF RAILWAY COMPANY | CONSTRUCTION. | | | | | | | | | | Total. |
|--|---------------|--------------------------|---|--------------------------------------|---|---|---|--|--|----------------|--------|
| | Grading. | Bridging and masonry. | Superstruc- ture includ- ing rails. | Land, land damages and fences. | Stations, coal sheds and water sta- tions. | Engine houses, car sheds, turn tables, other buildings. | Machine shops, ma- chinery, and tools. | Engineering, salaries and other ex- penses. | All other fix- tures and expenses. | | |
| Atchison, Topeka & Santa Fe. | \$12,327 63 | \$73,952 13 | \$47,517 60 | \$ 14,187 26 | \$71,930 31 | \$11,603 80 | \$92,853 35 | \$ | \$173,817 92 | \$445,165 22 | |
| Burlington and Colorado..... | 252 40 | ..... | 1,207 28 | 50,715 28 | 9,420 44 | ..... | ..... | ..... | ..... | 61,595 40 | |
| Colorado Central..... | ..... | 1,000 00 | ..... | 5,472 22 | ..... | 3,291 06 | ..... | 29 96 | 989 52 | 10,782 76 | |
| Denver Circle ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Denver, Utah and Pacific .. | ..... | ..... | ..... | 3,592 40 | ..... | ..... | ..... | 702 64 | ..... | 4,295 04 | |
| Denver and Rio Grande ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Denver, South Park & Pacific | ..... | ..... | ..... | 275 00 | ..... | ..... | 833 00 | ..... | 2,050,552 49 | 2,051,660 49 | |
| Denver and New Orleans..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Denver and Boulder Valley.... | ..... | ..... | ..... | 390 00 | ..... | ..... | ..... | ..... | ..... | 390 00 | |
| Denver and Middle Park..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Georgetown, Breckenridge & L'v | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Golden, Boulder and Caribou.. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Greeley, Salt Lake and Pacific | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Pueblo and Arkansas Valley.... | 15,028 84 | 93,532 26 | 552,623 17 | 68,693 42 | 384,986 44 | 20,288 91 | 14,669 26 | 16,641 34 | ..... | 1,186,643 64 | |
| Union Pacific Con..... | 11,156 37 | 4,335 16 | ..... | 6,779 00 | 17,693 85 | 11,302 47 | 13,243 11 | 440 77 | 80,999 56 | 123,637 62 | |
| Total | \$ 11,777 24 | \$172,824 55 | \$601,348 05 | \$121,730 06 | \$484,031 04 | \$46,486 24 | \$121,798 79 | \$17,814 71 | \$2,306,359 49 | \$3,884,170 17 | |

TABLE VI.—CONTINUED.

| CORPORATE NAMES OF RAILWAY COMPANIES. | EQUIPMENT. | | | | | | | Total. | Other expendi- tures. | Total charged to these ac- counts. | Credits to these accounts. | Net addition to for year. |
|---|-----------------------------------|------------------------------------|--|--|--|--|--------------|----------------|--------------------------|--|-------------------------------|------------------------------|
| | Locomo- tives, air- brakes. | Snow plows, transfer trucks. | Passenger, mail, ex- press and baggage cars. | Parlor, din- ing and sleeping cars. | Freight, other cars and air brakes. | Wrecking cars, pile- drivers and tools. | Total. | | | | | |
| Atchison, Topeka and Santa Fe. | \$46,966 61 | ..... | ..... | \$56,216 78 | \$375,041 41 | \$12,843 25 | \$485,068 05 | ..... | ..... | \$930,233 29 | ..... | \$930,233 27 |
| Burlington and Colorado ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 61,595 40 | ..... | 61,595 40 |
| Colorado Central | 2,903 74 | ..... | 11,245 98 | ..... | 3,594 97 | ..... | 17,744 69 | ..... | ..... | 28,527 45 | \$7,572 00 | 20,955 45 |
| Denver Circle ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Denver, Utah and Pacific ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4,295 04 | ..... | 4,295 04 |
| Denver and Rio Grande ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Denver, South Park and Pacific. | 2,336 02 | ..... | 11,523 80 | ..... | 5,074 66 | ..... | 18,934 57 | ..... | ..... | 2,070,595 06 | 57,089 82 | 2,013,505 24 |
| Denver and New Orleans..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Denver and Boulder Valley .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 390 00 | ..... | 390 00 |
| Denver and Middle Park..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Georgetown, Bo'k'ridge & L'd'ville .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Golden, Boulder and Caribou.... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Greeley, Salt Lake and Pacific .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pueblo and Arkansas Valley ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,186,643 64 | ..... | 1,186,643 64 |
| Union Pacific..... | 23,542 63 | 1,741 30 | 6,105 67 | 324 92 | 86,240 34 | 9,188 00 | 127,142 86 | \$1,310,352 03 | ..... | 1,561,132 51 | 196,283 00 | 1,364,849 51 |
| Total | \$75,749 00 | \$1,741 30 | \$28,875 54 | \$50,541 70 | \$469,951 38 | \$22,031 25 | \$648,890 17 | \$1,310,352 03 | ..... | \$5,843,412 39 | \$260,944 82 | \$5,582,467 55 |

TABLE VII.—MILEAGE TRAFFIC.

| CORPORATE NAME OF RAILWAY COMPANY. | PASSENGER. | | | | | FREIGHT. | | | | | Other trains | | | | | |
|--|---------------------|----------------|------------------------------------|----------------------|----------------------|---------------------------------|--------------------------|----------------------------|---------------------|----------------|-------------------------------------|------------------------|----------------------|--------------------------------------|------------|-------------------------|
| | Train mile- age. | Cars in train. | Weight of train empty, tons. | Number car- ried. | Carried one mile. | Distance tra- velled, miles. | Paid per pas- senger. | Fare per mile in cents. | Train mile- age. | Cars in train. | Weight of Cars emp- ty, tons. | Total tons carried. | Carried one mile. | Rate per ton per mile in cents | Miles run. | Total train mileage. |
| A. T. & S. F. | 2,272,379 6 | 135 | 1,128,470 | 115,604,927 | 102.44 | 2.66 | 2.6030 | 3,846,008 | 22 | 220 | 2,541,072.6 | 623,585,376 | 1.566 | 1.437,042 | 7,555,424 | |
| B. & C. | 255,605 4 36 | 151.51 | 32,172 | 5,110,881 | 158.86 | 4.77 | 3 | 144,047 | 25 | 326,175 | 133,116 | 22,380,083 | 2.01 | ..... | 397,652 | |
| C. C. | 466,096 4 | 66.762 | 169,470 | 8,002,964 | 47.223 | 1.996 | 4.227 | 301,843 | 14 | 111.44 | 334,857 | 28,226,708 | 3.33 | 37,665 | 805,605 | |
| D. C. | 36,000 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 36,000 | |
| D. U. & P. | 22,400 2 | 42 | 4,472 | 103,675 | 23 | 1.15 | 4.97 | 32,650 | 11 | 104 | 51,876 | 1,212,130 | 4.3 | 3,315 | 58,365 | |
| D. & N. O. | 114,580 3 | 76 1/4 | 28,613 | 1,512,998 | 52.88 | 1.0163 | 1.92 | 60,492 | 14 | 126 | 63,551 | 5,524,524 | 1.33 | 38,750 | 213,822 | |
| D. & B. V. | 21,089 2 | 47.417 | 12,253 | 278,775 | 22.751 | .949 | 4.169 | 40,503 | 20 | 195.61 | 190,772 | 4,175,013 | 1.95 | 1,464 | 63,056 | |
| D. & M. P. | 16 | ..... | ..... | ..... | ..... | ..... | ..... | 962 | 3 | 18.418 | 4,531 | 18,458 | 4.96 | 440 | 1,418 | |
| D. & R. G. | 1,151,324 4 3/4 | 94 | 234,048 | 23,369,190 | 99 | 4.37 | 4.38 | 1,406,395 | 18 3/4 | 148 1/2 | 1,003,666 | 135,493,424 | 2.97 | ..... | 2,557,719 | |
| D. S. P. & P. | 190,194 2 9 | 39.34 | 59,566 | 2,979,884 | 50.026 | 3.261 | 6.318 | 557,087 | 10 | 69.085 | 191,807 | 15,051,463 | 5.42 | 105,982 | 853,263 | |
| G. B. C. | 24 | ..... | 271 | 1,571 | 5.797 | .21 | 3.623 | 6,180 | 11 | 152.585 | 69,931 | 419,577 | 8.28 | 48 | 6,252 | |
| G. B. & L. | 7,505 2.20 | 29.839 | 21,631 | 110,772 | 5.120 | .21 | 4.106 | 1,722 | 3 30 | 20.260 | 6,461 | 27,539 | 25.65 | 8,214 | 17,441 | |
| G. S. L. & P. | 40,119 2.66 | 43.72 | 23,708 | 424,969 | 17.925 | .765 | 4.266 | 34,690 | 12.50 | 9 5 | 59,379 | 1,935,514 | 2.30 | 5,254 | 80,063 | |
| U. P. | 2,739,289 7 7 | 154.489 | 1,283,619 | 138,686,370 | 108.04 | 3.097 | 2.866 | 5,475,523 | 23 | 224.951 | 3,244,133 | 797,863,041 | 1.48 | 266,122 | 7,980,934 | |
| Total | 6,816,620 | ..... | 2,998,293 | 296,186,976 | 98.76 | 3.73 | 3.77 | 11,908,102 | ..... | ..... | 7,901,152 6 | 1,635,919,050 | ..... | 1,904,297 | 20,629,019 | |

TABLE VIII.

| CORPORATE NAME OF RAILROAD COMPANIES. | CAR MILEAGE. | | | | | | SPEED IN COLO. | | | |
|---|--|--|---------------------------------------|---------------------------------------|---------------------|--|--|--|----------------------|--------------------|
| | Loaded fr't cars east and south. | Loaded fr't cars west and north. | Empty fr't cars east and south. | Empty fr't cars west and north. | Total mile- age. | Per cent of empty cars east and south. | Per cent of empty cars west and north. | Per cent of empty cars to all in Colorado. | Passenger trains. | Freight trains. |
| Atchison, Topeka and Santa Fé..... | 25,496,147 | 31,111,506 | 15,761,011 | 9,692,234 | 82,060,898 | 38.20 | 23.75 | ..... | 26 5 | 15 |
| Burlington and Colorado..... | 1,332,619 | 1,177,736 | 202,655 | 324,505 | 3,037,605 | 132-1000 | 216-1000 | 173-1000 | 30 | 15 |
| Colorado Central..... | 1,535,520 | 1,674,935 | 293,212 | 361,479 | 3,865,146 | 16 | 17 75 | 16.90 | 23 | 13 |
| Denver Circle..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 | ..... |
| Denver, Utah and Pacific..... | 187,325 | 15,150 | 13,560 | 156,675 | 372,710 | 11 | 21 | 46 | 20 | 12 |
| Denver and Rio Grande..... | 19,150,763 | * | 7,172,829 | * | 26,323,592 | ..... | ..... | 32 | 22(26)26 1/2 | 10(26)15 |
| Denver, South Park and Pacific | 1,455,679 | 831,478 | 188,168 | 760,820 | 3,236,154 | 11.45 | 47 77 | 29 32 | 15 | 8 |
| Denver and New Orleans.. | 6,049 | 36,294 | 16,934 | 2,115 | 60,492 | 72 6 | 5.5 | 30 | 30 | 15 |
| Denver and Boulder Valley..... | 358,636 | 41,761 | 11,881 | 270,233 | 689,511 | 3 20 | 86 61 | 41 33 | 22.4 | 11.2 |
| Denver and Middle Park..... | 1,438 | 132 | 20 | 1,372 | 2,932 | 1 40 | 86.74 | 46 52 | ..... | ..... |
| Georgetown, Breckenridge and Leadville..... | 2,566 | 1,556 | 716 | 1,470 | 6,308 | 21.81 | 48 58 | 34.65 | 8 3 | ..... |
| Golden, Boulder and Caribou | 34,767 | 3,406 | 378 | 32,150 | 70,701 | 1 07 | 90 42 | 46.08 | ..... | 16 6 |
| Greeley, Salt Lake and Pacific..... | 184,860 | 31,028 | 11,362 | 138,971 | 360,221 | 5 79 | 81.75 | 41 05 | 24 | 9 |
| Union Pacific | 51,001,619 | 35,852,712 | 6,624,603 | 21,282,709 | 114,761,643 | 11.49 | 37.24 | 24 32 | 28 | 13 3 |
| Total | 100,747,998 | 70,777,714 | 30,296,429 | 33,024,832 | 234,846,973 | 15 27 1 | 43 93 6 | 28.566 | ..... | ..... |
| * Included in east and south. | | | | | | | | | | |

TABLE IX.—COLORADO TONNAGE CLASSIFIED.

| CORPORATE NAME OF RAILWAY COMPANY. | Grain. | Per cent. | Flour. | Per cent. | Provisions. | Per cent. | Animals. | Per cent. | Other agricul- tural products. | Per cent. | Iron, lead and mineral products. | Per cent. | Lumber and for- est products. | Per cent. | Coal. | Per cent. |
|--|-----------|-----------|----------|-----------|-------------|-----------|----------|-----------|-----------------------------------|-----------|-------------------------------------|-----------|----------------------------------|-----------|-----------|-----------|
| Atchison, Topeka and Santa Fe ... | 406.4 | .401 | 941.7 | .931 | 1,898 | .869 | 914.2 | .903 | 1,180.7 | 1.167 | 20 | .019 | 3,263 | 3.223 | 43,228.7 | 42.699 |
| Burlington and Colorado..... | 11,944 | 9.010 | 1,156 | .869 | 1,898 | .869 | 8,850 | 6.649 | 4,872 | 3.663 | 26,747 | 20.094 | 4,611 | 3.463 | 33,874 | 25.447 |
| Colorado Central | 36,764 | 10.98 | 17,870 | 5.34 | 1,786 | .53 | 9,638 | 2.88 | 12,208 | 3.65 | 83,586 | 24.96 | 13,222 | 3.95 | 86,158 | 25.73 |
| Denver, Utah and Pacific | 4,080 | 7.8 | 1,640 | 3.12 | 13 | .02 | 40 | .07 | 1,107 | 2.08 | ..... | ..... | 1,280 | 2.4 | 42,470 | 81.77 |
| Denver and Rio Grande..... | 21,004 | 2 | 19,591 | 2 | ..... | ..... | 15,023 | 2 | 22,166 | 2 | 251,924 | 25 | 43,940 | 4 | 410,994 | 41 |
| Denver, South Park and Pacific... | 4,686 | 2.44 | 3,543 | 1.85 | 655 | .34 | 1,129 | .59 | 5,459 | 2.85 | 56,917 | 29.67 | 48,580 | 25.33 | 29,623 | 15.45 |
| Denver and New Orleans..... | 834 | ..... | 970 | ..... | ..... | ..... | 1,313 | ..... | 956 | ..... | 845 | ..... | 7,005 | ..... | 52,698 | ..... |
| Denver and Boulder Valley.. .. | 16,474 | 8.64 | 4,705 | 2.47 | 47 | .02 | 165 | .69 | 2,158 | 1.13 | 2,587 | 1.25 | 1,310 | .69 | 154,656 | 81.07 |
| Denver and Middle Park..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | .02 | ..... | ..... | 2 | .04 | 90 | 1.99 |
| Geo'town, Breckenridge & L'ville | 62 | .96 | 93 | 1.44 | 27 | .42 | 1 | .02 | 248 | 3.84 | 2,551 | 39.48 | 2,182 | 33.77 | 659 | 10.20 |
| Golden, Boulder and Caribou.. | ..... | ..... | 21 | .30 | ..... | ..... | ..... | ..... | 3 | .04 | ..... | ..... | 21 | .30 | 69,654 | 96.04 |
| Greeley, Salt Lake and Pacific..... | 8,032 | 13.53 | 3,638 | 6.13 | 71 | .12 | 451 | .76 | 1,480 | 2.49 | 1,391 | 2.34 | 4,727 | 7.96 | 1,526 | 2.57 |
| †Union Pacific Con ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | 104,286.4 | 4.703 | 54,188.7 | 2.445 | 4,497 | .203 | 37,524.2 | 1.693 | 51,838.7 | 2.338 | 426,368 | 19.231 | 130,143 | 5.869 | 975,630.7 | 41.748 |

* Included in merchandise and other articles.

† Not reported.

TABLE IX—COLORADO TONNAGE CLASSIFIED.

| CORPORATE NAME OF RAILWAY COMPANY. | Plaster, lime and cement. | Per cent. | Salt. | Per cent. | Petroleum and oil. | Per cent. | Steel and castings. | Per cent. | Stone and brick. | Per cent. | Manufactures shipped from manufactory. | Per cent. | Merchandise not enumerated. | Per cent. | Total tons carried. |
|--|------------------------------|-----------|--------|-----------|--------------------|-----------|---------------------|-----------|------------------|-----------|--|-----------|--------------------------------|-----------|---------------------|
| Atch., Topeka and S. F. .... | ..... | ..... | 15 | .014 | ..... | ..... | ..... | ..... | 1,043.2 | 1.031 | 71.5 | .071 | 50,154.5 | 49.541 | 101,238.9 |
| Burlington and Colorado | 263 | .197 | 1,461 | 1.097 | ..... | (1) | (1) | 324 | 2,592 | 243 | 2,592 | 1.880 | 34,564 | 25.960 | 133,116 |
| Colorado Central | 2,923 | .89 | 505 | .26 | 3,301 | .99 | 8,625 | 2.57 | 26,831 | 8.01 | 2,273 | .68 | 28,737 | 8.58 | 334,857 |
| Denver, Utah and Pacific | 30 | .54 | ..... | ..... | 31 | .05 | 7 | .02 | 190 | 3 | 72 | .13 | 906 | 1.7 | 51,876 |
| Denver and Rio Grande | (21) | ..... | 9,154 | .01 | (3) | ..... | (4) | ..... | 90,658 | 9 | (5) | ..... | 119,082 | 12 | 1,003,666 |
| Denver, S. Park and Pacific .. | 1,700 | .52 | 102 | .05 | 528 | .28 | 1,292 | .67 | 27,970 | 15.63 | 107 | .05 | 8,216 | 4.28 | 191,807 |
| Denver and New Orleans .... | ..... | ..... | 47 | ..... | ..... | ..... | ..... | ..... | 108 | ..... | ..... | ..... | 4,755 | ..... | 69,551 |
| Denver and Boulder Valley .. | 168 | .08 | 31 | .02 | 35 | .02 | 223 | .12 | 7,307 | 3.83 | .28 | .01 | 1,080 | .56 | 190,772 |
| Denver and Middle Park | 674 | .1487 | ..... | ..... | ..... | ..... | 8 | .18 | 3,723 | 82.17 | ..... | ..... | 33 | .73 | 4,531 |
| Geo'town, Breck & L'dville .. | 21 | .33 | 3 | .04 | 13 | .20 | 39 | .60 | 180 | 2.79 | ..... | ..... | 382 | 5.91 | 6,461 |
| Golden, Boulder and Caribou .. | ..... | ..... | ..... | ..... | 2 | .03 | 9 | .13 | 140 | 2 | ..... | ..... | 81 | 1.16 | 60,931 |
| Greeley, Salt Lake and Pac .. | 62 | .11 | 5 | .01 | 23 | .03 | 323 | .54 | 34,467 | 58.05 | 78 | .13 | 3,105 | 5.23 | 59,379 |
| *Union Pacific Con ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | 5,211 | .236 | 11,813 | .534 | 3,031 | .177 | 10,526 | .474 | 194,941.2 | 8.792 | 5,131.5 | .232 | 251,095.5 | 11.325 | 2,217,186.9 |

(1) Included in iron, lead and mineral products; (2) included in salt; (3) (4) (5) included in merchandise and other articles.

*Not reported.

TABLE X.—EARNINGS.

| CORPORATE NAME OF RAILWAY COMPANY | PASSENGER | | | FREIGHT | | | Per cent. for Colorado | Ratio, pas- senger to freight. |
|--|-----------------|------------|-----------|-----------------|------------|-----------|---------------------------|--------------------------------------|
| | Amount | Per mile. | Per train | Amount | Per mile. | Per train | | |
| Atchison, Topeka and Santa Fe | \$3,579,648 84 | \$1,016 36 | \$1 58 | \$4,768,767 54 | \$5,229 70 | \$2 54 | .. .. | 1 to 3 |
| Burlington and Colorado | 199,663 72 | 1,141 67 | 78 | 449,958 39 | 2,572 81 | 3 12 | 100 | 307 to 1,000 |
| Colorado Central | 401,111 01 | 1,226 38 | 86 | 950,167 61 | 2,904 91 | 3 15 | 100 | 42 22 to 100 |
| Denver Circle | 22,000 00 | 3,600 00 | 62½ | 500 00 | ..... | ..... | 100 | 44 to 1 |
| Denver, Utah and Pacific | 7,320 05 | 151 63 | 23 | 52,894 50 | 1,555 72 | 1 62 | 100 | 1 to 10 |
| Denver and Rio Grande | 1,405,488 93 | 1,066 89 | 1 22 | 4,653,264 94 | 3,677 66 | 2 38 | 100 | 1 to 4 |
| Denver, South Park and Pacific | 230,533 63 | 715 61 | 1 21 | 820,776 44 | 2,547 81 | 1 47 | 100 | 28.09 to 100 |
| Denver and New Orleans | 41,551 36 | 302 10 | 50 | 75,124 61 | 546 19 | 1 24 | 100 | 356 to 644 |
| Denver and Boulder Valley | 12,926 71 | 441 73 | 56 | 83,811 33 | 3,104 12 | 2 07 | 100 | 13 87 to 100 |
| Denver and Middle Park ..... | ..... | ..... | ..... | 916 14 | ..... | 94 | 100 | ..... |
| Georgetown, Breckenridge & L'd'ville | 4,546 61 | 557 03 | 61 | 7,668 48 | 834 53 | 4 10 | 100 | 64.35 to 100 |
| Golden, Boulder and Caribou | 56 93 | 11 19 | 2 35 | 34,746 68 | 6,826 46 | 5 62 | 100 | ..... |
| Greeley, Salt Lake and Pacific | 20,883 30 | 367 45 | 52 | 45,082 76 | 836 41 | 1 30 | 100 | 40 21 to 100 |
| Union Pacific Co. | 5,230,386 32 | 2,859 22 | 2 31 | 12,001,597 34 | 6,549 48 | 2 19 | 12.07 | 33 12 to 100 |
| Total | \$11,164,780 07 | \$1,844 05 | 1 79 | \$28,344,615 96 | \$4,683 41 | \$2 39 | ..... | 1 to 2.54 |

TABLE XI.—EXPENSES.

| CORPORATE NAME OF RAILWAY COMPANY. | Way and buildings. | Motive power and cars. | Conducting transportation. | General, in- cluding taxes. | Total, includ- ing taxes. | Per mile. | Per train, mile trains earning revenue. | Taxes in Colorado. | Total charge- able to road in Colorado. |
|--|-----------------------|---------------------------|-------------------------------|-----------------------------------|------------------------------|-------------|---|-----------------------|---|
| Atchison, Topeka and Santa Fe | \$ 2,263,845 49 | \$ 1,341,906 32 | \$ 2,984,206 43 | \$ 987,827 10 | \$ 7,577,785 34 | \$ 4,036 24 | \$ 1 23 | \$ 63,987 06 | ..... |
| Burlington and Colorado | 74,815 62 | 37,922 12 | 195,624 85 | 71,094 75 | 379,457 34 | 2,169 88 | 95 | 25,539 70 | \$ 379,457 34 |
| Colorado Central | 310,799 34 | 121,923 84 | 430,094 97 | 134,466 90 | 1,004,285 05 | 3,547 83 | 1 31 | 90,708 30 | 1,004,285 05 |
| Denver Circle ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,550 00 | ..... |
| Denver, Utah and Pacific | 14,246 18 | 6,767 67 | 18,111 73 | 24,099 32 | 63,224 90 | 1,859 55 | 1 08 | 7,009 20 | 63,224 90 |
| Denver and Rio Grande | 1,335,698 32 | 467,420 45 | 1,632,189 75 | 409,680 22 | 3,844,988 74 | 2,919 50 | 1 50 | 226,313 16 | 3,844,988 74 |
| Denver, South Park and Pacific | 286,314 98 | 232,604 94 | 563,036 60 | 138,523 34 | 1,220,479 86 | 3,787 56 | 1 63 | 95,204 18 | 1,220,479 86 |
| Denver and New Orleans | 16,577 27 | 18,356 00 | 64,025 10 | 42,328 89 | 141,297 26 | 1,027 31 | 807 | 19,661 37 | 141,297 26 |
| Denver and Boulder Valley | 24,926 87 | 3,653 33 | 38,324 58 | 8,540 58 | 80,445 36 | 2,979 46 | 1 31 | 7,238 52 | 80,445 36 |
| Denver and Middle Park | 1,267 76 | 95 62 | 861 02 | 14 96 | 2,239 36 | 571 52 | 2 33 | ..... | 2,239 36 |
| Geo'town, Breckenridge and L'ville | 7,611 51 | 1,657 13 | 9,694 32 | 1,186 43 | 20,449 39 | 2,378 91 | 2 18 | 718 57 | 20,149 39 |
| Golden, Boulder and Caribou | 2,761 44 | 1,910 33 | 8,364 22 | 1,987 11 | 15,023 10 | 2,951 49 | 2 42 | 1,788 30 | 15,023 10 |
| Greeley, Salt Lake and Pacific | 22,299 11 | 7,874 06 | 49,214 78 | 19,064 32 | 98,452 27 | 1,826 57 | 1 32 | 17,043 45 | 98,452 27 |
| Union Pacific Con | 2,044,819 02 | 1,333,970 66 | 3,990,340 43 | 1,803,301 44 | 9,090,531 55 | 4,960 87 | 1 178 | 46,209 36 | 1,294,029 29 |
| Total | \$ 6,405,992 91 | \$ 3,587,162 47 | \$ 9,993,088 78 | \$ 3,642,115 36 | \$ 23,538,359 52 | ..... | ..... | \$ 602,971 17 | \$ 8,164,071 92 |

TABLE XII.—Continued—CONDUCTING TRANSPORTATION.

| CORPORATE NAME OF RAILWAY COMPANY. | Fuel for loco- motives. | Water sup- ply. | Oil and waste. | Locomotive service. | Passenger train service. | Passenger train sup- plies. | Mileage of passenger cars, debit balance. | Freight train service. | Freight train supplies. | Mileage of freight cars, debit balance. | Telegraph. |
|--|----------------------------|--------------------|----------------|------------------------|-----------------------------|-----------------------------------|---|---------------------------|----------------------------|---|--------------|
| A., T. & S. F. | \$ 592,253 23 | \$ 79,328 71 | \$ 53,917 09 | \$ 637,140 95 | \$ 153,952 09 | \$ 25,934 96 | ..... | \$ 311,233 03 | \$ 34,749 61 | \$ \$151,331 48 | ..... |
| B. & C. | 37,265 45 | 5,078 24 | 7,163 09 | 34,157 34 | 16,266 83 | 3,600 05 | \$ 7,974 95 | 11,969 38 | 336 04 | 8,955 93 | ..... |
| C. & C. | 142,716 50 | 8,554 73 | 6,561 78 | 91,319 87 | 67,726 01 | 4,907 87 | ..... | * | † | ..... 3,268 17 | ..... |
| D. C. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| D., U. & P. | 3,413 33 | 318 40 | 394 21 | 5,100 00 | 1,020 00 | 63 48 | ..... | 3,240 00 | 313 99 | ..... | ..... |
| D. & R. G. | 277,519 56 | 38,114 80 | 108,863 93 | 334,371 68 | 66,098 49 | 24,093 83 | 3,205 11 | 152,042 44 | 36,628 77 | 8,653 56 | 55,661 97 |
| D., S. P. & P. | 168,433 70 | 9,346 35 | 11,091 71 | 147,482 88 | 95,293 71 | 5,209 50 | ..... | * | † | ..... 4,851 12 | ..... |
| D. & N. O. | 18,375 13 | 3,276 41 | 962 25 | 12,282 09 | 4,088 64 | 163 12 | 39 06 | 9,568 59 | 148 04 | 11 05 | 52 26 |
| D. & B. V. | 9,722 69 | 883 48 | 530 34 | 10,202 74 | 5,519 22 | 585 51 | 6,067 28 | * | † | ..... | 1 53 |
| D. & M. P. | 158 79 | 7 30 | 7 79 | 175 53 | 272 79 | 9 19 | 35 94 | * | † | ..... | ..... |
| G., B. & L. | 2,650 85 | 44 93 | 97 99 | 3,021 84 | 1,131 87 | 65 79 | 1,004 61 | * | † | ..... | 73 19 |
| G., B. & C. | 2,767 54 | 107 43 | 67 13 | 2,779 69 | 2,013 91 | 88 83 | 487 64 | * | † | ..... | 19 39 |
| G., S. L. & P. | 13,155 48 | 246 41 | 544 73 | 13,731 29 | 8,214 10 | 516 49 | 5,894 38 | * | † | ..... | 2 93 |
| U. P. Con. | 883,513 96 | 86,862 05 | 92,849 48 | 901,600 66 | 778,284 84 | 86,408 62 | 38,167 76 | * | † | 63,516 15 | ..... |
| Total | \$2,151,946 21 | \$232,169 24 | \$283,061 50 | \$2,193,366 56 | \$1,109,882 50 | \$151,107 24 | \$62,876 73 | \$188,053 44 | \$72,176 45 | \$8,664 61 | \$287,734 12 |

* Included in passenger train service.

† Included in passenger train supplies.

TABLE XII—CONTINUED.

| CORPORATE NAME OF RAILWAY CO. | CONDUCTING TRANSPORTATION | | | | | GENERAL EXPENSES AND TAXES. | | | | | | |
|-------------------------------------|---|---|----------------------|-----------------------------------|-----------------------|-----------------------------|---------------------|--------------|---------------------------------|---|--------------------|-----------------|
| | Damage and loss, haggage and freight | Damages to proper- ty and cattle | Personal injuries | Agents and station supplies | Station sup- plies | Salaries | Legal ex- penses | Insurance | Stationery and print- ing | Outside agencies and adver- tising | Contingen- cies | Total taxes |
| A., T. & S. F. | \$ 11,430 07 | \$ 61,954 72 | \$ 45,152 74 | \$ 573 87 | \$ 46,347 81 | \$ 260,469 13 | \$ 101,467 94 | \$ 24,634 78 | \$ 49,740 93 | \$ 217,160 01 | \$ 186,571 54 | \$ 324,185 97 |
| B. & C. | 210 88 | 5,238 62 | 1,231 10 | 54,468 76 | 3,973 05 | 28,886 34 | 5,151 77 | 39 55 | 3,713 12 | 7,136 49 | 627 78 | 25,539 70 |
| C. C. | 380 45 | 19,718 15 | 2,469 32 | 73,665 12 | 9,407 00 | 3,991 87 | 3,138 21 | ..... | 8,005 70 | 26,262 22 | 2,360 60 | 90,708 30 |
| D. C. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,550 00 |
| D., U. & P. | 96 83 | 457 20 | ..... | 2,932 66 | 761 63 | 6,619 92 | 2,250 64 | 675 00 | 62 00 | ..... | 7,482 56 | 7,009 20 |
| D. & R. G. | 1,804 95 | 19,485 89 | 7,581 04 | 230,512 58 | 10,694 78 | 106,118 54 | 19,075 79 | 19,588 35 | 12,346 98 | 31,713 96 | 251,319 81 | 226,313 16 |
| D., S. P. & P. | 968 81 | 9,595 37 | 8,191 83 | 87,514 52 | 15,057 10 | 3,841 72 | 3,482 78 | ..... | 9,334 85 | 23,273 52 | 3,386 29 | 95,204 18 |
| D. & N. O. | 216 74 | 1,696 93 | 364 27 | 12,415 77 | 364 75 | 15,384 56 | 469 75 | 677 70 | 1,609 07 | 352 20 | 4,174 24 | 19,661 37 |
| D. & B. V. | 9 64 | 506 08 | 128 35 | 4,038 50 | 129 22 | 2 25 | 746 20 | ..... | 501 61 | 2 00 | 50 00 | 7,238 52 |
| D. & M. P. | ..... | 58 | ..... | 193 11 | ..... | ..... | ..... | ..... | 14 96 | ..... | ..... | ..... |
| G., B. & L. | ..... | 1 76 | ..... | 1,429 55 | 171 94 | ..... | 256 50 | ..... | 191 11 | 8 75 | 11 50 | 718 57 |
| G., B. & C. | ..... | 1 76 | ..... | ..... | 90 | ..... | 7 00 | ..... | 86 59 | ..... | 105 22 | 1,788 30 |
| G., S. L. & P. | 2 42 | 1,047 85 | 853 78 | 4,745 37 | 259 55 | 56 91 | 959 50 | ..... | 870 91 | 119 53 | 14 02 | 17,043 45 |
| U. P. Con.... | 13,209 70 | 56,226 48 | 39,060 16 | 819,594 58 | 50,115 99 | 52,651 22 | 44,256 27 | ..... | 96,711 48 | 583,227 53 | 302,642 07 | 721,812 87 |
| Total | \$ 50,390 49 | \$ 175,931 39 | \$ 105,032 59 | \$ 1,864,739 96 | \$ 137,283 72 | \$ 478,022 46 | \$ 181,202 35 | \$ 45,615 38 | \$ 185,189 31 | \$ 889,256 21 | \$ 758,745 63 | \$ 1,538,773 59 |

RAILROAD COMMISSIONER'S REPORT.

TABLE XIII.—OPERATING EXPENSES, INCLUDING TAXES, COMPARED WITH EARNINGS.

| CORPORATE NAME OF RAILWAY COMPANY | Miles operated | OPERATING EXPENSES. | | | EARNINGS. | | | DIFFERENCE. | | | Per centage of expenses to earnings. |
|---|----------------|----------------------------|-----------------|-------------------------|-----------------------|-----------------|-------------------------|-----------------------|--------------------|-------------------------------|---|
| | | Train mileage, revenue. | Total. | Per mile of road. | Per train mile. | Total. | Per mile of road. | Per train mile. | Net earn- ings. | Expenses over earnings. | |
| A., T. & S. F. | 1,852.65 | 6,118,387 | \$7,577,785 34 | \$4,099.24 | \$1 23 | \$13,348,416 38 | \$7,311.60 | \$2 18 | \$5,975,809 74 | ..... | 55.91 |
| B. & C. | 174.89 | 399,652 | 379,457 34 | 2,169.68 | 95 | 649,622 17 | 3,730.26 | 1 63 | 272,926 63 | ..... | 58.10 |
| C. C. | 283.07 | 767,939 | 1,004,285 05 | 3,547.83 | 1 31 | 1,351,219 22 | 4,773.45 | 1 76 | 393,557 25 | ..... | 71.85 |
| D. C. | 6.25 | 36,000 | ..... | ..... | ..... | 22,500 00 | 3,600.00 | .62 1/2 | ..... | ..... | ..... |
| D., U. & P. | 34 | 58,365 | 61,224 90 | 1,859.55 | 1 05 | 60,274 55 | 1,772.78 | 1 03 | ..... | \$ 2,353 90 | 103.88 |
| D. & R. C. | 1,317.00 | 2,557,719 | 3,844,988 74 | 2,919.50 | 1 50 | 5,458,353 87 | 4,144.55 | 2 13 | 1,640,446 03 | ..... | 70.10 |
| D., S. P. & P. | 322.15 | 747,281 | 1,220,473 86 | 3,787.56 | 1 63 | 1,051,310 07 | 3,263.42 | 1 41 | ..... | 117,541 36 | 110.66 |
| D. & N. O. | 137.541 | 175,072 | 141,297 26 | 1,027.31 | .807 | 116,675 17 | 848.29 | .666 | ..... | 21,041 12 | 117.00 |
| D. & B. V. | 27 | 61,592 | 80,445 36 | 2,979.46 | 1 31 | 96,738 04 | 3,545.85 | 1 55 | 16,348 58 | ..... | 83.11 |
| D. & M. P. | 3.92 | 962 | 2,239 36 | 571.52 | 2 33 | 916 14 | 233.71 | .94 | ..... | 1,323 22 | 244.45 |
| G., B. & L. | 8.47 | 9,227 | 20,149 39 | 2,378.91 | 2 18 | 11,617 09 | 1,371.56 | 1 56 | ..... | 8,490 30 | 172.82 |
| G., B. & C. | 5.09 | 6,204 | 15,023 10 | 2,951.49 | 2 42 | 34,803 61 | 6,837.64 | 5 61 | 19,780 51 | ..... | 43.17 |
| G., S. L. & P. | 53.90 | 74,809 | 98,452 27 | 1,826.57 | 1 32 | 65,966 06 | 1,223.86 | .88 | ..... | 31,331 58 | 146.08 |
| U. P. Con. | 1,832.45 | 7,714,812 | 9,090,531 55 | 4,960.87 | 1 178 | 17,240,983 66 | 9,408.70 | 2 23 | 8,1738,407 55 | ..... | 50.98 |
| Total. | 6,058.38 | 18,728,021 | \$23,538,359 52 | \$3,889.26 | 1 26 | \$39,509,396 03 | \$6,521.45 | 2 11 | \$17,057,276 29 | \$182,481 48 | |

TABLE XIV.—STATION BUSINESS AND RECEIPTS.

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RAILROAD STATIONS.

ATCHISON, TOPEKA & SANTA FÉ

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|--------------------|---------------|------------|---------------------|-----------------|--------------|--------------|----------|----------------|
| | | | | Tons forwarded. | Revenue. | Number from. | Revenue. | |
| Blackwell..... | | D | 110 | 1,522 5 | \$ 10,265 61 | 39 | \$ 76 70 | \$ 10,342 31 |
| Benton..... | | | 57 | .2 | 1 68 | 1 | 1 10 | 2 78 |
| Boone..... | | | 50 | 170 6 | 571 82 | 415 | 41 33 | 613 15 |
| Baxter..... | | | 48 | ..... | ..... | 5 | 3 40 | 3 40 |
| Carlton..... | | | 45 | .6 | ..... | 1 | 50 | 50 |
| Catdon..... | | N | 124 | 1,093 8 | 205 47 | 69 | 76 00 | 281 47 |
| Catlin..... | | | 114 | 115 3 | 113 66 | 53 | 95 85 | 209 51 |
| Chico..... | | | 111 | 343 | 307 39 | 21 | 15 75 | 323 14 |
| Clelland..... | | | 66 | ..... | ..... | ..... | ..... | ..... |
| Delhi..... | | | 45 | 108 | 346 80 | 6 | 11 00 | 357 80 |
| Earle..... | | D | 93 | 101 4 | 25 20 | 29 | 38 85 | 64 05 |
| Granada..... | B | D | 114 | 832 8 | 3,007 99 | 155 | 197 79 | 3,205 78 |
| Holleys..... | B | D | 108 | 697 3 | 5,273 57 | 128 | 295 44 | 5,569 01 |
| Hilton..... | | | 38 | ..... | ..... | ..... | ..... | ..... |
| Hoehnle..... | | | 36 | 35 1 | 40 00 | 152 | 101 41 | 141 41 |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|--------------------------|---------------|------------|---------------------|------------------|------------|--------------|-----------|----------------|
| | | | | Tons for-warded. | Revenue. | Number from. | Revenue. | |
| A., T. & S. F.—Continued | | | | | | | | |
| Iron Springs..... | ..... | ..... | 37 | 48.2 | \$ 86 80 | 12 | \$ 19 00 | \$ 105 80 |
| Las Animas | B | N | 154 | 2,603 4 | 15,198 79 | 2,079 | 4,286 55 | 13,485 34 |
| La Junta..... | B | N | 1,104 | 21,188.5 | 15,391 78 | 3,573 | 9,790 01 | 25,181 79 |
| Morley..... | ..... | N | 161 | 2,979.6 | 868 53 | 100 | 54 00 | 922 53 |
| Nepesta..... | B | N | 113 | 1,131.8 | 1,463 76 | 434 | 665 41 | 2,129 17 |
| Oxford ..... | ..... | ..... | 44 | 37 5 | 28 00 | 4 | 4 90 | 32 90 |
| Powers ..... | ..... | ..... | 44 | 195 8 | 458 22 | 30 | 40 20 | 498 42 |
| Pueblo | B | N | 526 | 52,876.5 | 534,103 37 | 18,518 | 73,379 16 | 607,482 53 |
| Robinson ..... | ..... | ..... | 78 | .1 | 5 27 | 21 | 12 30 | 17 57 |
| Rocky Ford..... | B | D | 133 | 1,810.7 | 2,956 01 | 300 | 435 86 | 3,341 87 |
| Rockvale | B | D | 347 | 79,252.5 | 193,462 51 | ..... | ..... | 193,462 51 |
| Starkville | B | D | 596 | 146,908.7 | 256,364 11 | 900 | 628 02 | 256,992 13 |
| Timpas ..... | ..... | D | 37 | 10 4 | 2 32 | 45 | 57 30 | 60 22 |
| Thatcher | | N | 110 | 358 3 | 278 75 | 27 | 53 70 | 332 45 |
| Tyrene | | | 61 | 287 1 | 186 95 | 21 | 33 90 | 220 85 |

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| Kansas State Line. | B | N | D | Pct. | 18,136.3 | 79,662.98 | 6,263 | 21.25 | 21.35 |
|--------------------------|---|---|---|------|----------|------------|--------|------------|------------|
| Trinidad | B | N | D | | 625 | 79,662.98 | 6,263 | 12,389.89 | 92,052.84 |
| Wotten | B | N | D | | 50 | | 57 | 43.50 | 43.50 |
| BURLINGTON AND COLORADO. | | | | | | | | | |
| Arkon | B | N | D | | 11,834.7 | 322.57 | 245 | 1,254.61 | 1,577.18 |
| Brush | B | N | D | | 6,450 | 10,957.12 | 433 | 1,693.84 | 12,650.96 |
| Barf | B | N | D | | 1,934.4 | 70.02 | 147 | 230.23 | 300.25 |
| Corona | B | N | D | | 4,178.1 | 381.91 | 569 | 899.03 | 1,271.94 |
| Dixon | B | N | D | | 2,044.0 | | 3 | 8.70 | 8.70 |
| Derby | B | N | D | | 2,005.0 | 60.66 | 5 | 42.74 | 103.40 |
| Denver | B | N | D | | 44,923.3 | 432,093.44 | 18,299 | 145,675.92 | 577,769.36 |
| Fekley | B | N | D | | 2,735.8 | 56.22 | 46 | 108.24 | 164.46 |
| Fort Morgan | B | N | D | | 2,234.5 | 736.77 | 444 | 1,275.15 | 2,011.62 |
| Hyden | B | N | D | | 1,183.1 | 47.10 | 244 | 278.27 | 325.37 |
| Hudson | B | N | D | | 6,597.8 | 610.07 | 364 | 581.08 | 1,191.15 |
| Keene | B | N | D | | 1,751.0 | 10 | 3 | 1.70 | 1.80 |
| Laard | B | N | D | | 1,961.2 | 1.38 | 2 | 9.95 | 11.33 |
| Pinneo | B | N | D | | 3,950.0 | 76.75 | 65 | 176.80 | 253.55 |
| Robb | B | N | D | | 1,632.2 | 20.28 | 2 | 3.36 | 10.90 |
| Ruggen | B | N | D | | 4,015.0 | 1,874.81 | 227 | 581.27 | 2,456.08 |
| Olis | B | N | D | | 1,217.7 | 7.91 | 40 | 115.84 | 123.75 |
| Wray | B | N | D | | 1,880.2 | 188.64 | 416 | 361.69 | 550.33 |
| Yuma | B | N | D | | 2,017.0 | 1.12 | 3 | 25.24 | 26.36 |

TABLE XIV—CONTINUED.

| RAILROAD STATIONS. | PASSENGER. | | | PASSENGER. | | | Total revenue. |
|--------------------|-------------|----------|----------|-------------|-------|-----------|----------------|
| | Number from | Revenue. | Revenue. | | | | |
| COLORADO CENTRAL. | | | | | | | |
| Argo..... | B | N | 889 | \$ 8,374 26 | 1,898 | \$ 749 32 | \$ 9,123 58 |
| Atwood..... | | | | | 2 | 7 05 | 7 05 |
| Arvada..... | | | 1,303 | | 454 | 201 85 | 201 85 |
| Berthoud..... | B | D | 2,069 | 4,419 88 | 881 | 852 49 | 5,272 37 |
| Boulder..... | B | D | 17,694 | 7,846 31 | 8,259 | 13,767 72 | 21,614 03 |
| Beaver Brook..... | B | D | 200 | 2,172 42 | 327 | 279 77 | 2,452 19 |
| Black Hawk..... | B | D | 7,139 | 39,658 91 | 3,362 | 7,760 11 | 47,419 02 |
| Brush..... | | | | | 33 | 76 25 | 76 25 |
| Crook..... | | | | 295 36 | 96 | 279 34 | 574 70 |
| Central City..... | B | D | 755 | 896 38 | 1,511 | 5,652 36 | 6,548 74 |
| Churches..... | | | 913 | | 99 | 86 35 | 86 35 |
| Chimney Gulch..... | | | 659 | | 6 | 1 50 | 1 50 |
| Cottonwood..... | | | 462 | | 2 | 90 | 90 |
| Deuel..... | | | | 374 40 | 259 | 638 46 | 1,012 86 |
| Dumont..... | | | 528 | | 338 | 211 22 | 211 22 |

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|--------------------|-------|-------|--------|--------|-----------|-------|----------|-----------|
| Empire | | | 560 | | | 1,107 | 502 40 | 502 40 |
| Fort Collins..... | B | D | 9,443 | 5,557 | 24,827 56 | 3,645 | 9,818 29 | 34,645 85 |
| Forks Creek | B | D | 577 | 3 | 11 92 | 235 | 209 15 | 221 07 |
| Forks Creek ..... | ..... | ..... | ..... | ..... | ..... | 3 | 3 20 | 3 20 |
| Fall River ..... | ..... | ..... | 986 | ..... | ..... | 317 | 220 90 | 220 90 |
| Golden | B | D | 19,979 | 13,572 | 39,254 38 | 6,711 | 7,557 40 | 46,811 78 |
| Georgetown | B | D | 4,889 | 3,832 | 18,181 70 | 7,255 | 8,343 20 | 26,524 90 |
| Guy Gulch ..... | ..... | ..... | 630 | ..... | ..... | 20 | 16 85 | 16 85 |
| Hardin..... | ..... | ..... | ..... | 302 | 1,013 00 | 173 | 314 65 | 1,327 65 |
| Highland ..... | ..... | ..... | 1,087 | ..... | ..... | 71 | 55 08 | 55 08 |
| Floyd Hill..... | ..... | ..... | 556 | ..... | ..... | 62 | 62 10 | 62 10 |
| Idaho Springs..... | B | D | ..... | 56 | 439 59 | 113 | 135 64 | 575 23 |
| Jones ..... | ..... | ..... | 5,654 | 3,425 | 11,550 38 | 4,640 | 7,910 24 | 19,460 62 |
| Loveland | B | D | 1,737 | 2,649 | 9,233 91 | 1,862 | 2,804 65 | 12,038 56 |
| Longmont..... | B | D | 9,046 | 4,517 | 16,607 21 | 2,849 | 4,457 71 | 21,064 92 |
| Louisville..... | B | D | 12,461 | 9,303 | 15,697 73 | 798 | 1,173 62 | 16,871 35 |
| Lawson | B | D | 644 | 1,036 | 2,708 68 | 2,148 | 1,316 52 | 4,025 20 |
| Merino ..... | ..... | ..... | ..... | 4 | 23 21 | 106 | 179 89 | 203 10 |
| Ni Wot..... | B | D | 1,150 | 376 | 546 24 | 405 | 295 80 | 842 04 |
| Ralston..... | ..... | ..... | 715 | ..... | ..... | 35 | 35 88 | 35 88 |
| Sedgwick ..... | ..... | ..... | ..... | 22 | 131 13 | 77 | 118 00 | 249 13 |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS | Character of | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|---------------------------|--------------|------------|---------------------|-----------------|------------|--------------|------------|----------------|
| | | | | Tons forwarded. | Revenue. | Number from. | Revenue. | |
| <i>C. C.—Continued.</i> | | | No Cars. | | | | | |
| Sterling..... | ..... | ..... | ..... | 244 | \$1,030 71 | 548 | \$2,247 02 | \$3,277 73 |
| Snyder..... | ..... | ..... | ..... | 54 | 393 49 | 107 | 365 13 | 758 62 |
| Smith Hill..... | ..... | ..... | 750 | ..... | ..... | 24 | 11 90 | 11 90 |
| Elk Creek..... | ..... | ..... | 626 | ..... | ..... | 7 | 6 75 | 6 75 |
| Orchard..... | ..... | ..... | ..... | 577 | 1,998 05 | 91 | 175 25 | 2,173 30 |
| Weldon..... | ..... | ..... | ..... | ..... | ..... | 26 | 51 45 | 51 45 |
| DENVER, UTAH AND PACIFIC. | | | Feet. | | | | | |
| Canfield..... | B | ..... | ..... | 2,450 | 3,314 77 | 775 | 623 70 | 4,138 47 |
| Denver..... | B | ..... | ..... | 1,660 | 5,417 87 | 1,380 | 1,805 15 | 7,222 92 |
| Longmont..... | B | ..... | ..... | 4,834 | 10,454 36 | 2,067 | 2,151 70 | 12,606 06 |
| Mitchell..... | ..... | ..... | ..... | 42,932 | 33,707 50 | 250 | 375 00 | 34,082 50 |
| DENVER AND MIDDLE PARK. | | | Feet. | | | | | |
| Glencoe..... | | | 1,146 | 4,185 | 4,355 77 | 132 | 57 67 | 4,413 44 |
| DENVER AND NEW ORLEANS. | | | | | | | | |
| Bellevue..... | | | 18 | 2 | | 116 | 384 35 | 384 35 |

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|----------------------------|-------|-------|--------|-----------|--------|-----------|-----------|-------|
| Bierstadt | | 30 | | | 14 | | 30 55 | 30 55 |
| Coronado | | 2 | 50 | | | | | |
| Cameron | | 4 | 628 | | 32 | | 76 80 | 79 32 |
| Colorado Springs | B | 45 | 1,154 | 7,803 42 | 2,555 | 4,982 60 | 12,736 02 | |
| Cactus ..... | ..... | ..... | ..... | ..... | 17 | 6 85 | ..... | 6 35 |
| Denver | B | 200 | 5,558 | 45,791 91 | 12,428 | 14,274 83 | 62,089 74 | ..... |
| Elizabeth | B | 30 | 671 | 2,112 88 | 480 | 1,323 30 | 3,436 18 | ..... |
| Elbert | B | 30 | 2,229 | 2,446 24 | 405 | 1,400 80 | 3,847 04 | ..... |
| Easton | B | 20 | 2,288 | ..... | 219 | 461 20 | 461 20 | ..... |
| Franceville Junction ..... | ..... | 25 | 2 | ..... | 30 | 26 75 | 26 75 | ..... |
| Franceville | B | 50 | 52,788 | 1,077 67 | 176 | 1,129 00 | 2,206 67 | ..... |
| Fountain ..... | ..... | 6 | 192 | ..... | 30 | 67 30 | 67 30 | ..... |
| Granger | B | 15 | 1,088 | 979 72 | 276 | 761 35 | 1,741 07 | ..... |
| High Line ..... | ..... | ..... | ..... | ..... | 26 | 17 80 | 17 80 | ..... |
| Little Buttes ..... | ..... | 4 | 44 | ..... | 46 | 153 65 | 153 65 | ..... |
| Melvin ..... | ..... | 8 | ..... | ..... | 9,155 | 24 25 | 24 25 | ..... |
| Manitou Junction ..... | ..... | ..... | ..... | ..... | 42 | 39 55 | 39 55 | ..... |
| Parker ..... | ..... | 32 | 124 | ..... | 94 | 307 35 | 307 35 | ..... |
| Piñon ..... | ..... | 4 | ..... | ..... | 36 | 45 60 | 45 60 | ..... |
| Pueblo | B | 45 | 1,662 | 14,911 97 | 2,085 | 3,501 27 | 18,413 24 | ..... |
| Sidney ..... | ..... | 13 | 1,081 | ..... | 47 | 54 40 | 54 40 | ..... |
| Wigwam ..... | ..... | ..... | ..... | ..... | 23 | 10 15 | 10 15 | ..... |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Character of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|------------------------------|---------------|------------|----------------------|-----------------|--------------|--------------|----------|----------------|
| | | | | Tons forwarded. | Revenue. | Number from. | Revenue. | |
| DENVER AND BOULDER VALLEY | | | | | | | | |
| Canfield..... | B | D | Feet. 4,903 | ..... | ..... | 72 | \$ 54 65 | \$ 54 65 |
| Clifton ..... | ..... | ..... | 1,368 | ..... | ..... | 31 | 36 70 | 36 70 |
| Dick ..... | ..... | ..... | 2,012 | ..... | ..... | 2 | 2 70 | 2 70 |
| Eric | B | D | 3,029 | 30,671 | \$ 38,075 74 | 1,008 | 1,383 99 | 39,459 73 |
| St. Vrain ..... | ..... | ..... | 1,306 | .. | ..... | 22 | 24 45 | 24 45 |
| Valmont ..... | ..... | ..... | 1,407 | 360 | 760 00 | 90 | 106 51 | 866 51 |
| DENVER, SOUTH PARK & PACIFIC | | | | | | | | |
| Alpine .... | ..... | ..... | 537 | 40 | 122 71 | 52 | 67 45 | 190 16 |
| Alicante ..... | ..... | D | 730 | ..... | 50 | 9 | 9 75 | 10 25 |
| Auraria ..... | ..... | ..... | 565 | ..... | ..... | 10 | 6 60 | 6 60 |
| Arthurs ..... | ..... | ..... | 387 | ..... | ..... | 17 | 40 40 | 40 40 |
| Buffalo Creek..... | B | D | 2,808 | 1,745 | 3,566 99 | 325 | 530 65 | 4,116 94 |
| Bailey's..... | B | D | 1,892 | 1,109 | 3,207 43 | 97 | 287 25 | 3,494 68 |
| Breckenridge | B | D | 2,800 | 337 | 1,832 19 | 909 | 3,659 74 | 5,491 93 |
| Baldwin..... | B | D | 1,132 | 341 | 493 56 | 37 | 45 15 | 538 71 |

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| | | | | | | | | |
|-------------------|---|---|--------|-------|----------|-------|----------|-----------|
| Buena Vista..... | B | N | 1,823 | 378 | 699 88 | 746 | 2,914 76 | 3,614 64 |
| Bear Creek | | | 811 | | | 312 | 108 80 | 102 80 |
| Baldwin Mine..... | | | 2,777 | ..... | ..... | 34 | 32 80 | 32 80 |
| Boreas | | D | 2,711 | ..... | ..... | 20 | 79 80 | 79 80 |
| Broncho ..... |  |  | ..... | ..... | ..... | 26 | 50 82 | 50 82 |
| Birds Eye..... | | | 479 | ..... | ..... | 14 | 6 40 | 6 40 |
| Como..... | B | N | 10,687 | 2,791 | 6,615 94 | 1,595 | 3,447 94 | 10,063 88 |
| Chatfield ..... |  |  | ..... | ..... | ..... | 5 | 3 05 | 3 05 |
| Crosson..... | | | 684 | ..... | ..... | 57 | 63 10 | 63 10 |
| Charcoal..... | | | 1,164 | ..... | ..... | 2 | 90 | 90 |
| Curtin | | | 700 | ..... | ..... | 2 | 65 | 65 |
| Climax | | | 250 | ..... | ..... | 3 | 6 40 | 6 40 |
| Clifton ..... |  |  | ..... | ..... | ..... | 1 | 1 15 | 1 15 |
| Dome Rock..... | B | D | 1,546 | 1,377 | 2,067 77 | 93 | 105 40 | 2,173 17 |
| Dickey | | | 4,121 | ..... | 1 00 | 44 | 34 90 | 35 90 |
| Dillon | B | D | 2,742 | 129 | 628 93 | 115 | 394 30 | 1,023 23 |
| Deansbury..... | | | 546 | ..... | ..... | 15 | 15 20 | 15 20 |
| Dawson's | | | 896 | ..... | ..... | 23 | 45 45 | 45 45 |
| Divide..... | | | 634 | ..... | ..... | 24 | 33 40 | 33 40 |
| Dwyer's | | | 700 | ..... | ..... | 8 | 5 70 | 5 70 |
| Estabrook | B | D | 1,053 | 359 | 665 72 | 56 | 140 25 | 805 37 |
| Fairplay | B | D | 655 | 280 | 1,760 41 | 693 | 1,959 65 | 3,720 06 |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|---------------------------|--------------|------------|---------------------|------------------|----------|--------------|-----------|----------------|
| | | | | Tons for-warded. | Revenue. | Number from. | Revenue. | |
| D., S. P. & P.—Continued. | | | | | | | | |
| Farnham..... | B | ..... | 475 | ..... | \$ ..... | 64 | \$ 194 28 | \$ 194 28 |
| Grant | B | ..... | 2,690 | 185 | 455 38 | 54 | 114 05 | 569 43 |
| Garos..... | B | N | 1,540 | 709 | 2,663 25 | 357 | 954 15 | 3,617 40 |
| Gunnison | B | D | 8,306 | 129 | 488 96 | 97 | 180 30 | 669 26 |
| Gilman's ..... | ..... | ..... | ..... | ..... | ..... | 105 | 61 85 | 61 85 |
| Hildebrand ..... | ..... | ..... | 700 | ..... | ..... | 1 | 1 75 | 1 75 |
| Hoosier..... | ..... | ..... | 587 | ..... | ..... | 67 | 103 35 | 103 35 |
| Hay Rauch ..... | ..... | ..... | 983 | ..... | ..... | 4 | 3 00 | 3 00 |
| Hill Top..... | B | D | 1,356 | ..... | ..... | 5 | 7 25 | 7 25 |
| Hortense ..... | ..... | ..... | 1,129 | ..... | ..... | 79 | 71 30 | 71 30 |
| Halt Way.. .. | ..... | ..... | 538 | ..... | ..... | 6 | 4 30 | 4 30 |
| Jefferson | B | D | 1,830 | 1,239 | 4,407 06 | 214 | 604 33 | 5,011 39 |
| Kenosha..... | B | N | 2,083 | 3,527 | 9,649 26 | 46 | 167 95 | 9,817 21 |
| Kokomo | B | D | | 190 | 260 45 | 114 | 219 04 | 479 49 |
| London Junction | B | D | 625 | 1,292 | 6,784 16 | 511 | 2,112 65 | 8,896 81 |

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|--------------------|-------|-------|-------|-------|-------|----------|-----------|
| Littleton | | | | | 86 | 105 05 | 105 05 |
| Lee's Siding | | | | | 149 | 103 75 | 103 75 |
| Lower Mine | | | | | 838 | 1,399 95 | 1,399 95 |
| Keystone | B | ..... | ..... | ..... | 2 | 25 05 | 25 05 |
| McGee's | B | D | ..... | ..... | 41 | 43 30 | 46 30 |
| Morrison | B | D | ..... | ..... | 1,454 | 1,305 82 | 10,736 44 |
| Mill Gulch ..... | ..... | ..... | ..... | ..... | 6 | 6 15 | 6 15 |
| Morris ..... | ..... | ..... | ..... | ..... | 1 | 3 20 | 3 20 |
| Meadows ..... | ..... | ..... | ..... | ..... | 23 | 49 05 | 49 05 |
| Mt. Carbon ..... | ..... | ..... | ..... | ..... | 95 | 62 40 | 62 40 |
| Nathrop ..... | ..... | ..... | ..... | ..... | 134 | 171 70 | 416 72 |
| Ohio City ..... | ..... | ..... | ..... | ..... | 15 | 21 65 | 39 65 |
| Platte Cañon | B | D | ..... | ..... | 333 | 399 26 | 1,554 60 |
| Pine Grove | B | N | ..... | ..... | 347 | 780 22 | 11,109 98 |
| Platte River | B | D | ..... | ..... | 49 | 171 00 | 797 91 |
| Pitkin | B | D | ..... | ..... | 64 | 124 10 | 851 03 |
| Park Siding ..... | ..... | ..... | ..... | ..... | 4 | 3 57 | 3 57 |
| Parlin's ..... | ..... | ..... | ..... | ..... | 8 | 8 90 | 8 90 |
| Robinson | B | D | ..... | ..... | 127 | 212 88 | 212 88 |
| St. Elmo | B | N | ..... | ..... | 318 | 656 25 | 33,416 15 |
| South Platte ..... | ..... | ..... | ..... | ..... | 33 | 60 03 | 60 03 |
| Slaght's ..... | ..... | ..... | ..... | ..... | 23 | 58 30 | 58 30 |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|-------------------------------------|---------------|------------|---------------------|-----------------|-------------|--------------|-----------|----------------|
| | | | | Tons forwarded. | Revenue. | Number from. | Revenue. | |
| <i>D, S. P. & P.—Continued.</i> | | | Feet. | | | | \$ | \$ |
| Schwanders ..... | ..... | ..... | 1,130 | ..... | ..... | 2 | 90 | 90 |
| Summit ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 90 | 2 90 |
| Webster | B | D | 1,147 | 495 | \$ 1,527 67 | 136 | 387 93 | 1,915 60 |
| Wheeler ..... | ..... | ..... | 1,000 | ..... | ..... | 12 | 22 50 | 22 50 |
| Frisco ..... | ..... | ..... | 1,100 | ..... | ..... | 450 | 225 19 | 225 19 |
| Leadville | B | N | 8,971 | 22,995 | 141,404 79 | 1,703 | 18,009 52 | 159,414 31 |
| Wheatland ..... | ..... | ..... | 850 | ..... | ..... | 42 | 43 30 | 43 30 |
| DENVER AND RIO GRANDE. | | | No. Cars. | | | | | |
| Acequia ..... | ..... | ..... | 56 | 106 | 138 29 | ..... | ..... | ..... |
| Apishapa | B | D | 70 | 3,415 | 3,627 74 | ..... | ..... | ..... |
| Apache ..... | ..... | ..... | 44 | ..... | ..... | ..... | ..... | ..... |
| Alamosa | B | N | 292 | 1,332 | 10,956 28 | ..... | ..... | ..... |
| Antonio | B | D | 150 | 765 | 7,614 49 | ..... | ..... | ..... |
| Amargo | B | ..... | 189 | 145 | 3,150 77 | ..... | ..... | ..... |
| Arboles | B | D | 304 | 50 | 631 48 | ..... | ..... | ..... |

| | | | | | | | |
|-----------------------|-------|-------|-------|-----------|-------|-------|-------|
| Animas ..... | ..... | 8 | 16 | 16 36 | ..... | ..... | ..... |
| Alcalde ..... | ..... | 54 | 2 | 2 25 | ..... | ..... | ..... |
| Americus ..... | ..... | 40 | 1,302 | 2,993 65 | ..... | ..... | ..... |
| Ames ..... | ..... | ..... | 648 | 796 90 | ..... | ..... | ..... |
| Allen's ..... | ..... | ..... | 1,595 | 2,178 16 | ..... | ..... | ..... |
| Alicante ..... | ..... | ..... | 253 | 294 93 | ..... | ..... | ..... |
| Almont ..... | ..... | 46 | 1 | 4 74 | ..... | ..... | ..... |
| Anthracite ..... | ..... | ..... | 371 | 521 03 | ..... | ..... | ..... |
| Alder ..... | ..... | ..... | 144 | 359 00 | ..... | ..... | ..... |
| Azotea ..... | ..... | 38 | ..... | ..... | ..... | ..... | ..... |
| Burnham | B N | 759 | 719 | 2,427 37 | ..... | ..... | ..... |
| Borst's ..... | ..... | 70 | 432 | 774 38 | ..... | ..... | ..... |
| Butte | B D | 88 | 181 | 286 46 | ..... | ..... | ..... |
| Bridge's ..... | ..... | ..... | 4,635 | 10,284 71 | ..... | ..... | ..... |
| Beaver | B N | 24 | 44 | 536 45 | ..... | ..... | ..... |
| Bledgett's ..... | ..... | ..... | 24 | 48 00 | ..... | ..... | ..... |
| Benton ..... | ..... | ..... | 1 | 25 | ..... | ..... | ..... |
| Blackburn ..... | ..... | 36 | 609 | 1,722 07 | ..... | ..... | ..... |
| Badger ..... | ..... | 33 | 1 | 8 33 | ..... | ..... | ..... |
| Bessemer | B D | 1,095 | 9,493 | 35,533 90 | ..... | ..... | ..... |
| Barnes' ..... | ..... | 13 | 2,213 | 3,442 43 | ..... | ..... | ..... |
| Bridge Transfer ..... | ..... | ..... | 5 | 4 80 | ..... | ..... | ..... |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FRIIGHT. | | PASSENGER. | | Total revenue. |
|-----------------------|---------------|------------|---------------------|------------------|-----------|--------------|----------|----------------|
| | | | | Tons for-warded. | Revenue. | Number from. | Revenue. | |
| D. & R. G.—Continued. | | | | | | | | |
| Big Horn..... | | | No. cars. | 16 | \$ 44 80 | | | |
| Bocca..... | | | 36 | 37 | 37 40 | | | |
| Brown's Cañon..... | B | D | 35 | 3,608 | 9,910 05 | | | |
| Buena Vista..... | B | N | 117 | 3,874 | 17,735 79 | | | |
| Bangs'..... | | | | 1,817 | 2,546 70 | | | |
| Bennett's..... | | | | 1,031 | 1,339 27 | | | |
| Barrett's..... | | | | 201 | 480 23 | | | |
| Birdseye..... | | | 50 | 299 | 304 83 | | | |
| Borden's Ranch..... | | | | 42 | 42 00 | | | |
| Bridgeport..... | B | N | 50 | 2 | 30 31 | | | |
| Barranca..... | B | D | 164 | 60 | 664 01 | | | |
| Bridge..... | | | | | | | | |
| Blanca..... | | | 22 | | | | | |
| Baldy..... | | | 4 | | | | | |
| Babbitt's..... | | | | | | | | |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|-----------------------|---------------|------------|---------------------|-----------------|-------------|--------------|----------|----------------|
| | | | | Tons forwarded. | Revenue. | Number from. | Revenue. | |
| D. & R. G.—Continued. | | | | | | | | |
| Chutes ..... | ..... | ..... | No. cars. | 1,890 | \$ 2,679 15 | ..... | ..... | ..... |
| Crookton ..... | ..... | ..... | 25 | 352 | 1,476 72 | ..... | ..... | ..... |
| Crested Butte ..... | ..... | D | 138 | 54,256 | 222,326 84 | ..... | ..... | ..... |
| Curecanti | B | D | 34 | 1 | 9 48 | ..... | ..... | ..... |
| Cerro | B | D | 46 | ..... | 66 | ..... | ..... | ..... |
| Cimarron | B | N | 150 | 67 | 209 74 | ..... | ..... | ..... |
| Cedar Creek | B | D | 41 | 1 | 5 11 | ..... | ..... | ..... |
| Colorow ..... | ..... | ..... | 41 | 56 | 89 60 | ..... | ..... | ..... |
| Coxo ..... | ..... | ..... | 22 | 3 | 4 75 | ..... | ..... | ..... |
| Carlile ..... | ..... | ..... | 35 | 1 | 4 20 | ..... | ..... | ..... |
| Chicosa | | | 51 | 9 | 21 54 | | | |
| Cumbres | B | D | 83 | | 8 48 | | | |
| Cresco | | | 23 | 3 | 12 60 | | | |
| Cebollos | | | 45 | | | | | |
| Crystal Creek | | | 17 | | | | | |

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TABLE XIV.—CONTINUED.

| RAILROAD STATIONS | Character of | Telegraph | Capacity of siding | FREIGHT | | PASSENGER | | Total revenue |
|-----------------------|--------------|-----------|--------------------|------------------|---------------|-------------|---------|---------------|
| | | | | Tons for-warded. | Revenue | Number from | Revenue | |
| D. & R. G.—Continued. | | | No. Cars. | | | | | |
| Elk Park | | | 62 | ..... | ..... | ..... | ..... | ..... |
| El Moro | B | ..... | 357 | 139,646 | \$ 491,322 31 | ..... | ..... | ..... |
| El Moro Mines | | | | 100,523 | 5,030 01 | ..... | ..... | ..... |
| El Moro Ovens | | | | 6,960 | 348 00 | ..... | ..... | ..... |
| Fountain | | | 70 | 108 | 109 45 | ..... | ..... | ..... |
| Florence | B | D | 153 | 1,218 | 4,746 85 | ..... | ..... | ..... |
| Florida | | | 41 | 38 | 66 38 | ..... | ..... | ..... |
| Fremont | | | | 84 | 86 70 | ..... | ..... | ..... |
| Frisco | | | 16 | 79 | 147 90 | ..... | ..... | ..... |
| Fruitvale | | | | 19 | 106 00 | ..... | ..... | ..... |
| Foster | | | | 19 | 18 83 | ..... | ..... | ..... |
| Fletcher | | | | 225 | 314 33 | ..... | ..... | ..... |
| Finch's | | | | 11 | 11 48 | ..... | ..... | ..... |
| Fairy Glen | | | 9 | ..... | ..... | ..... | ..... | ..... |
| Fremont Pass | | | 26 | ..... | ..... | ..... | ..... | ..... |

TABLE XIV—CONTINUED.

| RAILWAY STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|-----------------------|---------------|------------|---------------------|-----------------|-----------|--------------|----------|----------------|
| | | | | Tons forwarded. | Revenue. | Number from. | Revenue. | |
| D. & R. G.—Continued. | | | | | | | | |
| Hecla ..... | ..... | ..... | No. Cars. | 8 | \$ 2 00 | ..... | ..... | ..... |
| Hayden.. .. | B | D | 40 | 1,029 | 1,087 36 | ..... | ..... | ..... |
| Hubbell's ..... | ..... | ..... | ..... | 1,747 | 2,375 62 | ..... | ..... | ..... |
| Hot Springs.. .. | ..... | ..... | 29 | 6,182 | 18,613 34 | ..... | ..... | ..... |
| Homer ..... | ..... | ..... | ..... | 41 | 96 23 | ..... | ..... | ..... |
| Hillsden ..... | ..... | ..... | 19 | ..... | ..... | ..... | ..... | ..... |
| Horseshoe ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Harp ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ignacio | B | D | 44 | 29 | 299 03 | ..... | ..... | ..... |
| Juanita ..... | ..... | ..... | 67 | 12 | 114 47 | ..... | ..... | ..... |
| Jack's Cabin ..... | ..... | ..... | 26 | 74 | 82 40 | ..... | ..... | ..... |
| Keeldar..... | ..... | ..... | 12 | 124 | 168 70 | ..... | ..... | ..... |
| Kokomo | B | D | 150 | 1,381 | 3,020 87 | ..... | ..... | ..... |
| Kezar | B | D | 32 | 240 | 779 52 | ..... | ..... | ..... |
| Kelley's ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE XIV—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | |
|--------------------------------|---------------|------------|---------------------|------------------|-------------|--------------|----------|----------------|
| | | | | Tons for-warded. | Revenue. | Number from. | Revenue. | Total revenue. |
| D., & R. G.— <i>Continued.</i> | | | No. Cars | | | | | |
| Mitchell's | | | 55 | 1,919 | \$ 2,671 79 | | | |
| Midgett's | | | | 406 | 526 01 | | | |
| McLain's | | | | 275 | 410 80 | | | |
| Maysville | B | D | 45 | 134 | 420 68 | | | |
| Monarch | B | D | 47 | 31,661 | 96,295 95 | | | |
| Mears | B | D | 53 | 243 | 266 48 | | | |
| Marshall Pass | B | N | 81 | 5 | 79 38 | | | |
| Montrose | B | N | 167 | 5,567 | 37,400 27 | | | |
| Mead's | | | | 30 | 42 00 | | | |
| Minico | | | | | 1 62 | | | |
| Mile Post 304 | | | | 214 | 89 79 | | | |
| Morriarity | | | | | | | | |
| Mennoken | | | 44 | | | | | |
| Nathrop | B | D | 62 | 1,385 | 4,872 66 | | | |
| Nada | | | 39 | 362 | 176 00 | | | |

TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue |
|-----------------------|---------------|------------|---------------------|-----------------|-----------|--------------|----------|---------------|
| | | | | Tons forwarded. | Revenue. | Number from. | Revenue. | |
| D. & R. G.—Continued. | | | No. Cars. | | | | | |
| Redcliff..... | B | D | 35 | 7,526 | 15,992 51 | ..... | ..... | ..... |
| Robinson..... | B | D | 100 | 10,042 | 44,324 60 | ..... | ..... | ..... |
| Round Hill..... | ..... | ..... | 41 | 314 | 679 22 | ..... | ..... | ..... |
| Roubideau..... | B | D | 24 | 1 | 9 54 | ..... | ..... | ..... |
| Rock Creek..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sedalia..... | B | D | 72 | 1,683 | 2,197 53 | ..... | ..... | ..... |
| Sedalia Mine..... | ..... | ..... | ..... | 2,107 | 1,497 49 | ..... | ..... | ..... |
| Store House..... | ..... | ..... | ..... | ..... | 1 25 | ..... | ..... | ..... |
| Swallow's..... | B | D | 66 | 14 | 35 05 | ..... | ..... | ..... |
| Soda..... | ..... | ..... | 22 | 17 | \$ 29 76 | ..... | ..... | ..... |
| Salida..... | B | N | 583 | 1,138 | 6,644 29 | ..... | ..... | ..... |
| San Carlos..... | ..... | ..... | 38 | 16,941 | 4,996 03 | ..... | ..... | ..... |
| Salt Creek..... | ..... | ..... | 34 | 876 | 1,335 69 | ..... | ..... | ..... |
| Santa Clara..... | ..... | ..... | 43 | 693 | 926 80 | ..... | ..... | ..... |
| South Fork..... | ..... | ..... | 32 | 289 | 618 68 | ..... | ..... | ..... |

| | | | | | | | | | |
|----------------------|---|---|-----|--------|------------|--|--|--|--|
| San Juan Switch..... | | | | | 175 33 | | | | |
| Silverton | B | D | 325 | 14,286 | 88,286 24 | | | | |
| Sherlock | | | | 12 | 16 80 | | | | |
| Sargent | B | N | 84 | 1,230 | 6,392 53 | | | | |
| Sapinero | B | D | 81 | 2,668 | 21,411 66 | | | | |
| State Line..... | | | | 36,172 | 213,046 14 | | | | |
| Servilleta | | | 70 | 1 | 12 31 | | | | |
| Sublette..... | | D | 47 | 8 | 29 26 | | | | |
| Spike Buck | | | 37 | | | | | | |
| Summit | | | | | | | | | |
| Shirley | | | | | | | | | |
| Shawano | | D | 25 | | | | | | |
| Texas Creek | | D | 24 | | | | | | |
| Toltec | B | N | 55 | 13 | 90 07 | | | | |
| Tennessee Pass .. | | | 30 | 1 | 8 40 | | | | |
| Trimbles | | | | 2,195 | 3,152 80 | | | | |
| Tres Piedras | | | 7 | 156 | 8 469 01 | | | | |
| Toll Gate..... | B | D | 56 | 51 | 653 54 | | | | |
| Tank 7 | | | | 26 | 78 20 | | | | |
| Terra Cotta | | | | 1 | 34 37 | | | | |
| Trinchera..... | | | | | | | | | |
| Twin Lakes | | | 34 | | | | | | |
| Tank 6 | | | 16 | | | | | | |

TABLE XIV—CONTINUED.

| RAILROAD STATIONS. | (Character of. | Telegraph. | Capacity of sid- ing. | FREIGHT. | | PASSENGER. | | Total revenue. |
|-----------------------|----------------|------------|--------------------------|----------------------|-----------|----------------|----------|----------------|
| | | | | Tons for- warded. | Revenue. | Number from | Revenue. | |
| D. & R. G.—Continued. | | | No. Cars. | | | | | |
| Vallejo ..... | ..... | ..... | 40 | 1 | \$ 35 16 | ..... | ..... | ..... |
| Villa Grove | B | D | 46 | 2,830 | 16,040 92 | ..... | ..... | ..... |
| Vallie ..... | ..... | ..... | 66 | ..... | ..... | ..... | ..... | ..... |
| Veta Pass | B | D | 39 | 1,122 | 1,019 94 | ..... | ..... | ..... |
| Walsens | B | D | 45 | 19,743 | 36,922 83 | ..... | ..... | ..... |
| Wigwam ..... | ..... | ..... | 72 | 5 | 26 46 | ..... | ..... | ..... |
| West Cliff | B | D | 91 | 5,026 | 27,763 91 | ..... | ..... | ..... |
| Wellsville ..... | ..... | ..... | ..... | ..... | 2 35 | ..... | ..... | ..... |
| Wagon Wheel Gap ..... | ..... | D | ..... | 61 | 241 78 | ..... | ..... | ..... |
| Willow Creek ..... | ..... | ..... | 30 | ..... | 30 | ..... | ..... | ..... |
| Wood Spur ..... | ..... | ..... | ..... | 576 | 576 41 | ..... | ..... | ..... |
| William's ..... | ..... | ..... | ..... | 189 | 264 85 | ..... | ..... | ..... |
| Wilder's | | | | 2,352 | 5,197 03 | | | |
| Wheeler's | | | 37 | 2,702 | 4,490 83 | | | |
| Whitewater | B | D | 44 | 214 | 1,294 04 | | | |

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TABLE XIV.—CONTINUED.

| RAILROAD STATIONS. | Character of. | Telegraph. | Capacity of siding. | FREIGHT. | | PASSENGER. | | Total revenue. |
|-----------------------|---------------|------------|---------------------|------------------|------------|--------------|------------|----------------|
| | | | | Tons for-warded. | Revenue. | Number from. | Revenue. | |
| U. P.—Continued. | | | Feet. | | | | | |
| Arapahoe ..... | ..... | ..... | ..... | ..... | ..... | 2 | \$ 1 60 | \$ 1 60 |
| Aroya ..... | ..... | ..... | ..... | ..... | ..... | 15 | 50 05 | 50 05 |
| Byers | B | N | 2,816 | 40 | \$ 686 36 | 250 | 529 21 | 1,215 57 |
| Brighton | B | N | 6,903 | 207 | 557 75 | 1,515 | 1,652 81 | 2,210 56 |
| Bennett | B | D | 1,665 | 31 | 737 89 | 218 | 301 85 | 1,039 74 |
| Box Elder | B | N | 2,545 | 6 | 159 06 | 192 | 202 13 | 361 19 |
| Boyers ..... | ..... | ..... | ..... | ..... | ..... | 3 | 6 15 | 6 15 |
| Carr | B | D | 2,022 | 10 | 20 25 | 87 | 132 40 | 152 65 |
| Cheyenne Wells ..... | ..... | ..... | ..... | ..... | ..... | 32 | 122 40 | 122 40 |
| Coronado ..... | ..... | ..... | ..... | ..... | ..... | 2 | 90 | 90 |
| Deer Trail | B | N | 2,812 | 103 | 657 75 | 246 | 651 16 | 1,308 91 |
| Denver | B | N | 224,400 | 40,289 | 303,166 57 | 40,542 | 211,061 56 | 514,228 13 |
| Denver Junction | | | | 98 | 379 31 | 1,033 | 3,496 28 | 3,875 59 |
| Dover | | | 2,020 | | | 3 | 3 75 | 3 75 |
| Evans | B | D | 2,935 | 643 | 1,899 97 | 614 | 818 54 | 2,718 51 |

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|------------------|---|---|--------|-------|-----------|-------|-----------|-----------|
| Eaton..... | B | D | 5,316 | 2,496 | 10,628 34 | 385 | 598 39 | 11,226 73 |
| First View..... | | | | | | 12 | 44 90 | 44 90 |
| Greeley..... | B | D | 9,135 | 5,188 | 24,086 32 | 4,406 | 10,429 60 | 34,515 92 |
| Godfrey..... | B | D | 2,118 | | | 10 | 5 90 | 5 90 |
| Hugo..... | B | N | 13,257 | 83 | 630 24 | 288 | 1,226 55 | 1,856 79 |
| Hatchery..... | | | 2,020 | | | 15 | 6 95 | 6 95 |
| Henderson..... | | | 1,909 | | | 207 | 153 62 | 153 62 |
| Jersey..... | | | | | | 5 | 2 15 | 2 15 |
| Kit Carson..... | | | | 46 | 452 83 | 67 | 265 53 | 718 36 |
| Lupton..... | B | D | 2,000 | 581 | 883 83 | 729 | 967 03 | 1,850 86 |
| La Salle..... | B | N | 6,740 | 450 | 1,313 12 | 845 | 1,624 61 | 2,937 73 |
| Lake..... | | D | 1,926 | | | 38 | 43 25 | 43 25 |
| Mirage..... | | | | | | 14 | 6 30 | 6 30 |
| Magnolia..... | B | D | 1,744 | | | 74 | 46 50 | 46 50 |
| Nantes..... | | | 1,400 | | | 47 | 66 60 | 66 60 |
| Pierce..... | | | 1,530 | | | 28 | 44 15 | 44 15 |
| Platteville..... | B | D | 4,260 | 2,137 | 3,467 16 | 843 | 1,386 76 | 4,853 92 |
| River Bend..... | B | N | 2,953 | 32 | 158 43 | 128 | 351 17 | 509 60 |
| Wild Horse..... | | | | | | 3 | 8 40 | 8 40 |

"B" denotes billing station, all others are way stations.

"D" denotes day telegraph only.

"N" denotes day and night telegraph.

TABLE XV.—ARTICLES OF ASSOCIATION FILED IN THE OFFICE OF SECRETARY OF STATE.

| NAME OF CORPORATION | TERMINAL POINTS. | Am't of stock. | Years of existence. | Date of article. | Date of filing. | RECORDED. | |
|---|---|----------------|---------------------|------------------|-----------------|-----------|-------|
| | | | | | | Book. | Page. |
| Arkansas Valley and New Mexico Railway Company..... | W. Las Animas to Trinidad..... | \$ 3,000,000 | 50 | Mch. 10, 1876 | Apr. 12, 1876 | F | 309 |
| Alamosa Railway Company | Costilla county to Alamosa..... | 250,000 | 50 | Sept. 19, 1877 | Sept. 20, 1877 | A | 395 |
| Animas Valley Railroad Company..... | Animas Forks to Las Animas river..... | 400,000 | 50 | Oct. —, 1877 | Nov. 19, 1877 | A | 466 |
| Alamosa, San Juan and Pacific Railway Company..... | Alamosa to Salt Lake City | 1,000,000 | 50 | May 13, 1878 | May 31, 1878 | B | 184 |
| Alamosa and State Line Railway Company..... | Alamosa to South Line of Colorado | 500,000 | 50 | June 4, 1878 | June 5, 1878 | 1 | 3 |
| Arapahoe, Jefferson and South Park Railroad Company... | Denver to Bergen's ranch ... | 100,000 | 50 | Jan. 30, 1868 | Jan. 32, 1868 | C | 357 |
| Arkansas River Railroad and Irrigating Ditch Company... | Along Arkansas river | 10,000,000 | 20 | Jan. 1, 1870 | Jan. 25, 1870 | D | 46 |
| Arkansas Valley Railway Company..... | Las Animas City to Pueblo | 3,000,000 | 50 | Sept. 18, 1871 | Sept. 20, 1871 | D | 380 |
| Animas and Uncompahgre Railway Company..... | Silverton to mineral deposits..... | 1,000,000 | 50 | Sept. 8, 1879 | Sept. 9, 1879 | 1 | 595 |
| Apex Mineral Railroad Company..... | Stat'n 91 Golden, C. & S. P. R'y to coal veins... | 30,000 | 50 | Nov. 17, 1879 | Nov. 19, 1879 | B | 334 |
| A. P. Tunnel and Gray's Peak Railway Company..... | Bakerville to Gray's Peak..... | 2,000,000 | 50 | Oct. 14, 1882 | Oct. 23, 1882 | 9 | 194 |
| Atlantic-Pacific Railway Tunnel Company | Atlantic City to Pacific City..... | 7,000,000 | 20 | Feb. 7, 1884 | Feb. 14, 1884 | 8 | 375 |
| Boulder and Ft. Lupon Bridge and Railroad Company..... | Ft. Lupton to points in Colorado | 100,000 | 50 | Oct. 19, 1868 | Oct. 19, 1868 | C | 479 |
| Burlington and Jamestown Railroad Company..... | Greeley to Black Hawk | 500,000 | 20 | Nov. 14, 1870 | Jan. 3, 1871 | D | 199 |
| Boulder and Caribou Mineral Railway Company..... | Boulder to G. I. M. D | 1,000,000 | 69 | Oct. 10, 1871 | Oct. 11, 1871 | D | 388 |
| Black Hawk, Central City and Nevada's Railway Co. ... | Black Hawk to Central City..... | 300,000 | 20 | July 5, 1873 | July 8, 1873 | D | 514 |

| | | | | | | | |
|---|---|------------|-------|----------------|----------------|------|-----|
| Boulder, Central and Utah Railway Company..... | Boulder to Central City..... | 300,000 | 50 | Mch. 4, 1878 | Mch. 5, 1878 | B | 42 |
| Boulder, Platte and Republican Valley Railway Co..... | Boulder to Greeley..... | 300,000 | 50 | Mch. 30, 1878 | April 4, 1878 | B | 82 |
| Baker's Park and Lower Animas Railroad Company..... | Silverton to Junction Creek..... | 500,000 | 50 | Oct. 11, 1878 | Oct. 15, 1878 | B | 95 |
| Boulder, Left Hand and Middle Park R. R. & Tel. Co..... | Boulder to west state line..... | 1,000,000 | 50 | Mch. 25, 1881 | Mch. 26, 1881 | B | 582 |
| Boulder and Denver Air Line Railway Company..... | Boulder to Buffalo Hill..... | 300,000 | 50 | Mch. 26, 1881 | Mch. 28, 1881 | B | 583 |
| Boulder, Middle Park and Green River Railroad Co..... | Boulder to west state line..... | 1,000,000 | 50 | April 25, 1881 | April 26, 1881 | B | 588 |
| Burlington and Colorado Railroad Company..... | East state line to Denver..... | 5,000,000 | 50 | Sept. 5, 1881 | Jan. 25, 1882 | B | 630 |
| Boulevard Air Line Railway Company..... | Denver to the northwest..... | 700 | 50 | Nov. 29, 1882 | Dec. 30, 1882 | B | 283 |
| Coal Creek Valley Railroad Company..... | Coal Creek to Denver Pacific Railway..... | 500,000 | 50 | May 8, 1868 | May 8, 1868 | C | 392 |
| Colorado Division A. C. Railway..... | East line of Colorado to west line..... | 10,000,000 | 20 | Nov. 6, 1868 | Nov. 6, 1868 | C | 441 |
| Colorado Central and Pacific Railroad Company..... | ..... | ..... | ..... | Nov. 6, 1868 | ..... | "AB" | 372 |
| Colorado and New Mexico Railroad Company..... | Denver and Pueblo and Santa Fe..... | 1,000,000 | 50 | Nov. 16, 1868 | Nov. 16, 1868 | C | 446 |
| Colorado Central Railroad Company..... | ..... | ..... | ..... | ..... | ..... | C | 483 |
| Clear Creek and Summit County Railroad Company..... | Clear Creek Valley to west line of Territory..... | 1,000,000 | 50 | Feb. 4, 1870 | Feb. 4, 1870 | D | 57 |
| Colorado and Salt Lake Railroad Company..... | Golden to west line of Territory..... | 60,000 | 50 | Feb. 27, 1871 | Feb. 27, 1871 | D | 227 |
| Colorado and Northern Central Railway Company..... | Fort Sedgwick to west line of Territory..... | 1,500,000 | 20 | June 10, 1871 | June 10, 1871 | D | 294 |
| Colorado Coal Railway Company..... | Golden to north line of Territory..... | 200,000 | 50 | June 26, 1871 | June 27, 1871 | D | 313 |
| Colorado Mineral Railway Company..... | Erie to Georgetown..... | 2,500,000 | 49 | Oct. 5, 1871 | Oct. 6, 1871 | D | 385 |
| Cañon Coal Railway Company..... | Point on D. & R. G. to the south..... | 500,000 | 50 | Aug. 15, 1871 | Aug. 17, 1872 | D | 528 |
| Colorado Springs, Colorado City and Manitou Ry. Co..... | Colorado Springs to Manitou..... | 100,000 | 50 | Aug. 21, 1872 | Aug. 23, 1872 | D | 535 |
| Cache la Poudre Valley and Pacific Railway Co..... | Weld county to Wyoming Territory..... | 2,000,000 | 50 | Oct. 11, 1872 | Oct. 14, 1872 | D | 552 |
| Colorado Springs and River Bend Railroad Company..... | Douglas to Colorado Springs..... | 300,000 | 50 | Feb. 19, 1873 | Feb. 25, 1873 | E | 47 |

TABLE XV.—CONTINUED.

| NAME OF CORPORATION. | TERMINAL POINTS. | Am't of stock. | Years of existence. | Date of articles. | Date of filing. | RECORDED. | |
|---|---|----------------|---------------------|-------------------|-----------------|-----------|-------|
| | | | | | | Book. | Page. |
| Colorado, Pacific and San Juan Railway Company | Fort Garland to southwest line. | \$ 3,000,000 | 20 | Apr. 23, 1875 | Apr. 23, 1875 | E | 580 |
| Co-operative Railway Company | Connect coal mines | 1,800 | 20 | June, 14, 1875 | June 14, 1875 | F | 20 |
| Cañon City, Wet Mountain and Rosita Railway Co | Cañon City to Rosita | 350,000 | 20 | May 15, 1876 | Jan. 13, 1877 | A | 71 |
| Cañon City and Saguache Railway Company | Cañon City to Saguache | 1,000,000 | 20 | May 6, 1876 | Jan. 13, 1877 | A | 74 |
| Colorado Pacific Railway Company | Denver to Ogden | 10,000,000 | 50 | Jan. 13, 1877 | Jan. 13, 1877 | A | 263 |
| Cañon City and San Juan Railroad Company | Cañon City to South Arkansas | 1,000,000 | 20 | Feb. 15, 1877 | Feb. 19, 1877 | A | 113 |
| Colorado Springs and South Park Railway Company | Wilson Creek Mines to San Luis Valley | 3,000,000 | 50 | May 29, 1877 | June 6, 1877 | A | 258 |
| Coal Creek Railroad Company | Counties of Boulder, Weld and Arapahoe | 5,000 | 20 | Oct. 16, 1877 | Oct. 16, 1877 | A | 427 |
| Colorado Springs and Manitou Railway Company | Colorado Springs to Manitou | 50,000 | 20 | Aug. 19, 1878 | Aug. 21, 1878 | 1 | 63 |
| Colorado Western Railroad Company | Breckenridge to northern State line | 200,000 | 50 | Apr. 1, 1879 | Apr. 1, 1879 | 1 | 291 |
| Colorado Southern Railway Company | Chalk Mills to Tin Cup gulch | 300,000 | 20 | Apr. 15, 1879 | Apr. 16, 1879 | 1 | 322 |
| Colorado and Leadville Railroad Company | Leadville to Kenosha Summit | 1,000,000 | 50 | July 19, 1879 | July 19, 1879 | 1 | 502 |
| Como, Breckenridge and Pacific Railroad Company | Como to Pacific Coast | 2,500,000 | 50 | Mar. 26, 1880 | Mar. 27, 1880 | 2 | 428 |
| Colorado and Western Railway Company | Denver to Pacific Ocean | 1,000,000 | 50 | Dec. 18, 1880 | Dec. 18, 1880 | 3 | 215 |
| Cañon City and Western Railroad Company | Fremont coal fields to Leadville | 500,000 | 50 | Dec. 21, 1880 | Dec. 27, 1880 | 3 | 218 |
| Clear Creek Railroad Company | Clear C. and Arkansas R. to head of Clear C. | 200,000 | 20 | Jan 15, 1881 | Jan. 28, 1881 | 3 | 515 |

| | | | | | |
|--|---------------------------------------|----------------|----------------|----|-----|
| Cache la Poudre, North and Middle Park Railroad Co. | Fort Collins to Utah | August 6, 1881 | Aug. 16, 1881 | 3 | 637 |
| Colorado Railway Company | Denver to West State Line | March 26, 1883 | April 5, 1883 | 5 | 298 |
| Colorado Midland Railway Company | Colorado Springs to Leadville | Nov. 22, 1883 | Nov. 23, 1883 | 8 | 244 |
| Coal Cañon Railroad Company | Durango to Coal Cañon | Feb. 11, 1885 | Feb. 16, 1885 | 10 | 304 |
| Capitol Hill and East Side Railway Company | Denver to the eastward | July 1, 1885 | July 2, 1885 | 10 | 576 |
| Colorado Northern Railroad Company, consolidated with Denver, Utah and Pacific Railroad Company | Denver to Longmont | April 9, 1885 | May 4, 1885 | 8 | 525 |
| Denver and Arkansas Air Line Road | Denver to Redman's Ranch | April 27, 1865 | April 29, 1865 | B | 1 |
| Denver Pacific Railway and Telegraph Company | Denver to North State Line | Nov. 18, 1867 | Nov. 19, 1867 | C | 317 |
| Denver, Santa Fé Railway and Telegraph Company | Denver to Santa Fé | Jan. 15, 1868 | Jan. 21, 1868 | C | 354 |
| South Park and Rio Grande R. R. and Telegraph Co. | Denver to South State Line | Jan. 7, 1868 | Feb. 3, 1868 | C | 359 |
| Denver and Georgetown Railroad and Telegraph Co. | Denver to Georgetown | Jan. 7, 1868 | Feb. 25, 1868 | C | 373 |
| Denver and Turkey Creek Railroad Co. | Denver to mouth of Turkey Creek | April 2, 1868 | April 2, 1868 | C | 382 |
| Denver, Central and Georgetown Railway Company | Denver to Georgetown | Nov. 25, 1868 | Nov. 25, 1868 | C | 456 |
| Denver and Boulder Valley Railroad Company | Denver to Boulder | August 4, 1870 | Aug. 5, 1870 | D | 123 |
| Denver, Pueblo and Santa Fé Railroad and Teleg. Co. | Denver to South State Line | Dec. 22, 1868 | Feb. 27, 1869 | C | 495 |
| Denver and New Mexico Southern Railway Company | Denver to South State Line | Sept. 12, 1870 | Sept. 14, 1870 | D | 137 |
| Denver and Rio Grande Railway Company | Denver to El Paso and branches | Oct. 27, 1870 | Oct. 27, 1870 | D | 162 |
| Denver and Boulder Valley Extension Railroad Co. | Boulder to Central City | Oct. 21, 1870 | Oct. 28, 1870 | D | 167 |
| Denver and Boulder Valley Telegraph and Extension Co. | Erie to Boulder | Oct. 28, 1871 | Nov. 2, 1871 | D | 398 |
| Denver and Salt Lake Railway and Telegraph Company | Denver to West State Line | Nov. 11, 1871 | Nov. 11, 1871 | D | 402 |
| Denver and Northeastern Railroad Company | Denver to Fort Sedgwick | March 1, 1872 | March 2, 1872 | D | 450 |

TABLE XV.—CONTINUED.

| NAME OF CORPORATION | TERMINAL POINTS. | Am't of stock | Years of existence. | Date of articles. | Date of filing. | RECORDED. | |
|--|---|---------------|---------------------|-------------------|-----------------|-----------|------|
| | | | | | | Book | Page |
| Denver, Georgetown and Utah Railway Company..... | Denver to west boundary line..... | \$ 5,000,000 | 50 | Mch. 9, 1877 | March 9, 1877 | D | 453 |
| Denver, Platte Valley Railway Company..... | Denver to Fort Morgan..... | 2,000,000 | 50 | May 18, 1877 | May 21, 1877 | D | 489 |
| Denver, South Park and Pacific Railway Company..... | Denver to South Park..... | 2,000,000 | 50 | Sept. 30, 1877 | Oct. 1, 1877 | D | 547 |
| Denver and Swansea Railway Company..... | Denver to Swansea..... | 2,000,000 | 50 | Sept. 6, 1877 | April 26, 1877 | E | 43 |
| Denver and Middle Park Railway and Mining Company..... | Denver to Middle Park..... | 5,000,000 | 50 | April 22, 1877 | April 22, 1877 | E | 340 |
| Denver and San Juan Railroad Construction Company..... | Completion of Denver, South Park and Pacific..... | 350,000 | 20 | July 5, 1877 | July 6, 1877 | ... | ... |
| Del Norte and Alamosa Railway Company..... | Del Norte to Alamosa..... | 200,000 | 20 | Oct. 4, 1877 | Oct. 5, 1877 | A | 421 |
| Denver and Rocky Mountain Railway Company..... | Denver to Georgetown..... | 50,000 | 50 | Nov. 26, 1877 | Nov. 27, 1877 | A | 481 |
| Denver, South Park and Leadville Railroad Company..... | Trout Creek to Leadville..... | 600,000 | 50 | Dec. 13, 1878 | Dec. 13, 1878 | ... | ... |
| Denver and Missouri River Railway and Telegraph Co., | Denver to branch of Union Pacific Railway..... | 2,000,000 | 50 | Aug. 25, 1877 | Aug. 27, 1877 | I | 563 |
| Denver, Middle Park and Pacific R'y and Telegraph Co., | Denver to Hot Sulphur Springs..... | 2,500,000 | 50 | Mch. 31, 1880 | March 31, 1880 | 2 | 450 |
| Denver, Pac. R'y & Tel. Co.—U. P. R. Co. & K. P. | | | | | | | |
| R'y Co. consolidated into Union Pacific R'y Co..... | Missouri river to Pacific Ocean..... | 50,962,300 | ... | Jan. 24, 1880 | Aug. 2, 1880 | ... | ... |
| Denver Western and Pacific Railway Company..... | Denver to north boundary line..... | 7,500,000 | 50 | Nov. 8, 1880 | Nov. 11, 1880 | 4 | 154 |
| Denver, Rollinsville and Western Railway Company..... | Denver to west State line..... | 1,000,000 | 50 | Oct. 23, 1880 | Nov. 12, 1880 | 4 | 158 |
| Del Norte and Summitville Railroad Company..... | Del Norte to Summitville..... | 500,000 | 50 | Nov. 5, 1880 | Nov. 13, 1880 | 4 | 164 |

| Denver Circle Railroad Company | Denver to suburbs | 1,000,000 | 50 | Nov. 11, 1880 | Nov. 16, 1880 | 4 | 162 |
|---|---|------------|-------|----------------|----------------|-------|-------|
| Denver, Utah and Pacific Railroad Company | Denver to east boundary line | 30,000,000 | 50 | Dec. 11, 1880 | Dec. 11, 1880 | 4 | 170 |
| Denver, Grand River and Utah Railroad Company | Grand river to west State line | 2,000,000 | 50 | Jan. 22, 1881 | Jan. 28, 1881 | 6 | 21 |
| Denver and New Orleans Railroad Company | Denver to south boundary line | 10,000,000 | 50 | Jan. 25, 1881 | Jan. 25, 1881 | 4 | 536 |
| Denver Southern Railway Company | Denver to Pueblo | 3,000,000 | 50 | Mch. 10, 1881 | Mch. 12, 1881 | 6 | 32 |
| Denver, Longmont and Northwestern Railroad Co | Name changed to Longmont and Erie R. R. .... | ..... | ..... | Mch. 12, 1881 | Mch. 14, 1881 | 6 | 39 |
| Denver, Golden and Salt Lake Railroad Company | Denver to west State line | 300,000 | 50 | June 27, 1881 | July 2, 1881 | 6 | 72 |
| Durango and Southern Railway Company | L. Santa Maria to south State line | 900,000 | 50 | Oct. 25, 1881 | Oct. 29, 1881 | 6 | 85 |
| Denver, Hot Springs and Pacific Railway Company | Denver to Salt Lake City | 30,000,000 | 50 | Feb. 12, 1882 | Feb. 22, 1882 | 9 | 423 |
| Denver, Yellow Stone and Pacific Railway Company | Denver to north State line | 20,000,000 | 50 | April 12, 1882 | April 27, 1882 | ..... | ..... |
| Denver and California Short Line Railway Company | Denver to west State line | 5,000,000 | 50 | Aug. 14, 1882 | Aug. 15, 1882 | 9 | 455 |
| Denver and Middle Park Railroad Company | Denver to Hot Sulphur Springs | 1,000,000 | 50 | April 17, 1883 | April 17, 1883 | 5 | 326 |
| Denver and Eastern Railway and Coal Company | Denver to east line Arapahoe county | 100,000 | 50 | April 30, 1883 | May 5, 1883 | 5 | 400 |
| Denver Elevated Railroad Company | Denver to Highlands .. | 1,000,000 | 50 | Nov. 5, 1883 | Dec. 5, 1883 | 8 | 305 |
| Denver Tunnel and Salt Lake City Railroad Company | Denver to north State line .. | 10,000,000 | 50 | May 11, 1884 | June 17, 1884 | 10 | 4 |
| Denver, New Orleans and Missouri Pacific R. Co | Las Animas county to southeast State line | 3,000,000 | 50 | Dec. 19, 1884 | Dec. 19, 1884 | 10 | 217 |
| Durango, Ft. Lewis and Western Railroad Company | Durango to Rico .. | 500,000 | 50 | Jan. 28, 1885 | Feb. 2, 1885 | 10 | 280 |
| Denver, Aspen and Grand River Railroad Company | Red Cliff to east State line | 5,000,000 | 50 | April 25, 1885 | April 30, 1885 | 10 | 442 |
| Denver, Marshall and Boulder Railway Company | Denver to west State line | 1,000,000 | 50 | May 14, 1885 | May 14, 1885 | 10 | 476 |
| Denver, Texas and Gulf Railroad Company | Denver to south State line | 15,000,000 | 50 | May 28, 1885 | May 28, 1885 | 10 | 509 |
| El Moro Railway Company | El Moro to Trinidad coal fields | 20,000 | 50 | Oct. 4, 1877 | Oct. 5, 1877 | A | 410 |
| Erie, Coal Creek and Denver Railroad Company | Weld county to Denver | 5,000 | 50 | Aug. 27, 1877 | Aug. 27, 1877 | 4 | 198 |

TABLE XV.—CONTINUED.

| NAME OF CORPORATION. | TERMINAL POINTS. | Am't of stock. | Years of exist- ence. | Date of arti- cles. | Date of filing. | RECORDED | |
|--|--|----------------|--------------------------|------------------------|-----------------|----------|------|
| | | | | | | Book | Page |
| El Moro, Trinidad and New Mexico Railway Company .. | El Moro and Trinidad | \$ 250,000 | 50 | Oct. 1, 1881 | Oct. 5, 1881 | 7 | 81 |
| Fairplay, Alma and Dudley Railroad .. | Fairplay to Dudley .. | 100,000 | 50 | Jan. 31, 1876 | Feb. 3, 1876 | F | 227 |
| Fairplay, Mt. Sheridan and Leadville Railway Company .. | Fairplay to Leadville | 10,000,000 | 50 | April 30, 1881 | June 16, 1881 | 7 | 104 |
| Golden City and Gilpin County Wagon Railroad Comp'y .. | Golden to town of Nevada | 150,000 | 20 | Jan. 11, 1870 | Jan. 12, 1870 | D | 35 |
| Golden City and South Platte Railway and Telegraph Co. | Golden to Littleton | 30,000 | 20 | Dec. 13, 1871 | Jan. 18, 1872 | D | 426 |
| Golden and North West Railroad Company .. | Longmont to Dale Creek, Wyoming | 100,000 | 50 | Oct. 3, 1870 | Oct. 5, 1870 | D | 550 |
| Gilpin, Jeff. & Boulder Co. C. & O. R. R. & W. R. Co. .. | Belmont furnace to Nevada C. | 1,000,000 | 50 | March 24, 1871 | March 27, 1871 | D | 245 |
| Golden and Ralston Railroad Company .. | Golden to Coal creek | 40,000 | 50 | April 11, 1874 | April 13, 1874 | E | 325 |
| Golden, Georgetown and Central Railroad Company .. | Golden to west boundary line .. | 30,000 | 20 | June 24, 1870 | June 27, 1870 | F | 359 |
| Golden, Boulder and Caribou Railway Company .. | Golden to Caribou .. | 60,000 | 50 | Oct. 24, 1877 | Oct. 26, 1877 | A | 438 |
| Georgetown, Leadville and San Juan Railroad Company .. | Georgetown to south State line .. | 5,000,000 | 50 | Nov. 12, 1878 | Dec. 5, 1878 | 1 | 143 |
| Gray's Peak, Snake River and Leadville Railroad Com'y .. | Georgetown to Leadville | 200,000 | 50 | Dec. 17, 1878 | Dec. 16, 1878 | 1 | 164 |
| Ganeva Valley and Blue River Railway Company .. | Grant to junction of Blue and Snake .. | 2,000,000 | 50 | May 6, 1879 | May 8, 1879 | 1 | 357 |
| Greeley, Ft. Collins and Pacific Railway Company .. | Greeley to Fort Collins .. | 200,000 | 50 | Nov. 25, 1879 | Nov. 25, 1879 | B | 353 |
| Greeley, Grand River and Gunnison Railroad Company .. | Greeley to Hot Sulphur Springs .. | 5,000 | 50 | April 4, 1880 | April 26, 1880 | 3 | 53 |
| Greeley, Salt Lake and Pacific Railway Company .. | Greeley to west State line .. | 200,000 | 50 | Jan. 17, 1881 | Jan. 17, 1881 | 7 | 119 |

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|--|---|-----------|-----|-------|----------|------|----------|-----|-------|
| Greeley, Bear River and Pacific R. R. & Tel. Co..... | Greeley to western State line | 507,000 | 50 | Feb. | 9, 1881 | Feb. | 14, 1881 | 7 | 128 |
| Georgetown, Breckenridge and Leadville Railway Co..... | Georgetown to Leadville | 200,000 | 50 | Feb. | 23, 1881 | Feb. | 24, 1881 | 7 | 130 |
| Gilpin and Clear Creek Railroad Company | Golden to Nevada City..... | 2,000,000 | 50 | Jan. | 14, 1870 | Jan. | 15, 1870 | ... | ... |
| Idaho and South Park Railway Company..... | Idaho to Fairplay..... | 100,000 | 50 | Oct. | 2, 1872 | Oct. | 5, 1872 | D | 548 |
| Kansas, Colorado and Utah Railway and Telegraph Co..... | Arkansas river to western State line..... | 2,000,000 | 50 | Aug. | 17, 1872 | Aug. | 20, 1872 | D | 531 |
| Kansas and Colorado Railway Company | Eastern State line to Arkansas river..... | 1,000,000 | 50 | Nov. | 18, 1872 | Nov. | 18, 1872 | D | 574 |
| Kansas Pacific R. R. Co. and Colorado Central R. R. Co., Consolidated Missouri river to Golden..... | | 20,000 | 50 | Mar. | 17, 1870 | May | 4, 1876 | F | 336 |
| Kansas Pacific R. R. Co., Union Pacific R. R. Co. and Denver Pacific R'y Co., Consolidated to U. P. R. Co. .... |  | ..... | ... | ..... | ..... | Aug | 2, ..... | ... | ..... |
| Las Animas Railroad and Telegraph Company | Fort Lyon to Trinidad | 100,000 | 20 | Feb. | 18, 1873 | Mar. | 15, 1873 | E | 61 |
| Las Animas Valley and Baker's Park Railroad Co..... | Baker's Park to south line of Territory | 1,000,000 | 50 | Dec. | 25, 1873 | Dec. | 29, 1873 | E | 218 |
| Longmont, Fort Collins and Northwest Railroad Co..... | Longmont to Larimer City | 100,000 | 50 | June | 9, 1874 | June | 20, 1874 | E | 328 |
| Longmont, Fort Collins and Cheyenne Railroad Co..... | Longmont to Cheyenne | 250,000 | 50 | Feb. | 3, 1875 | Feb. | 15, 1875 | E | 525 |
| Longmont and Erie Railroad Company..... | Longmont to Erie..... | 100,000 | 50 | Jan. | 3, 1878 | Jan. | 14, 1878 | A | 516 |
| Leadville and Twin Lakes Railroad Company | Leadville to Twin Lakes | 500,000 | 50 | Apr. | 1, 1879 | Apr. | 22, 1879 | 1 | 339 |
| Leadville and Georgetown Railroad Co., Name changed to Leadville to Georgetown | | 500,000 | 50 | June | 17, 1879 | June | 20, 1879 | 1 | 444 |
| Leadville, Fairplay and Georgetown Railroad Co..... | Taylor City to Fairplay..... | 1,000,000 | 50 | June | 30, 1879 | June | 30, 1879 | 1 | 461 |
| Leadville, Mining Railroad Co..... | Mosquito Range to Leadville..... | 7,000,000 | 50 | Nov. | 5, 1879 | Nov. | 13, 1879 | B | 305 |
| Leadville and Elk Mountain Railway Company..... | Mosquito Range to Crested Butte | 1,000,000 | 50 | Dec. | 3, 1879 | Dec. | 17, 1879 | B | 447 |
| Leadville and Ten Mile Narrow Gauge Railway Co..... | Leadville to Ten Mile..... | 1,000,000 | 50 | Mar. | 15, 1880 | Mar. | 19, 1880 | 2 | 366 |
| Leadville and Great Eastern Broad Gauge Railway Co..... | Leadville to east line of State..... | 3,000,000 | 50 | Apr. | 4, 1880 | Apr. | 10, 1880 | 2 | 504 |
| Leadville and Roaring Forks and Salt Lake R. R. Co..... | Leadville to Roaring Forks..... | 2,000,000 | 50 | Apr. | 1, 1880 | May | 8, 1880 | 4 | 307 |

TABLE XV.—CONTINUED.

| NAME OF CORPORATION. | TERMINAL POINTS | Am't of stock. | Years of existence. | Date of articles. | Date of filing. | RECORDED. | |
|--|---|----------------|---------------------|-------------------|-----------------|-----------|-------|
| | | | | | | Book. | Page. |
| Leadville, Ten-Mile and Breckenridge Railway Co | Extension of Leadville, Ten-Mile R'y Co | \$1,000,000 | 50 | May 13, 1880 | May 17, 1880 | 4 | 310 |
| Leadville, Breckenridge and Denver Railway Company .. | Leadville to Denver | 2,500,000 | 50 | Aug 31, 1880 | Sept 6, 1880 | 4 | 335 |
| Lake City, Gunnison, Mt. Carbon and San Miguel Railroad Coal Transportation Company | Mt Carbon to Lake City | 500,000 | 50 | Feb 10, 1881 | Feb. 14, 1881 | 7 | 246 |
| Longmont, Middle Park and Pac. Narrow Gauge R'y Co | Longmont to west State line | 2,000,000 | 50 | Mch. 17, 1881 | Mch. 17, 1881 | 7 | 267 |
| Longmont and Erie Railroad Company, name changed to Denver, Longmont and Northwestern R. R. Co ..... | ..... | ..... | ... | ..... | Mch. 14, 1881 | 6 | 39 |
| Longmont and Great Western Railroad Company .. | Longmont to San Francisco | 10,000,000 | 50 | Dec. 21, 1881 | Dec. 21, 1881 | 6 | 309 |
| London, South Park and Leadville Railroad Company .. | Fairplay to Leadville .. | 100,000 | 50 | Feb. 8, 1882 | Feb. 16, 1882 | 13 | 89 |
| Miners' Railroad Company | Golden to Central City | 500,000 | 50 | April 1, 1868 | April 4, 1868 | C | 384 |
| Mt. Carbon, Gunnison and Lake City R. R. and Coal Co... | Gunnison and Hinsdale counties | 1,000,000 | 20 | Nov 17, 1877 | Nov 21, 1877 | A | 437 |
| Malta, Leadville and Adelaide City Railway Company .. | California Gulch to Adelaide | 250,000 | 30 | Dec. 5, 1878 | Dec 13, 1878 | 1 | 152 |
| Monarch Pass, Gunnison and Delores Railway Co | Cleora to Delores | 2,000,000 | 50 | Mch. 15, 1880 | Mch. 15, 1880 | 2 | 324 |
| Mexican National Railway Company .. | Anywhere to Anywhere .. | 65,000,000 | 20 | Feb. 9, 1881 | Feb. 10, 1881 | 4 | 551 |
| North and South Railway Company | South State line to Kansas Pacific R. R | 2,000,000 | 49 | August 1, 1871 | Aug. 1, 1871 | D | 337 |
| North Park and Wyoming Railroad and Telegraph Co .. | Deadwood to Georgetown | 3,000,000 | 50 | Oct. 5, 1878 | Nov. 29, 1878 | 1 | 133 |

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|--|--|-----------|----|----------------|----------------|---|-----|
| Northwestern Colorado Railroad and Toll Road Co..... | Alpine Tunnel to 40° North Parallel..... | 500,000 | 20 | March 8, 1880 | March 8, 1880 | 4 | 365 |
| North Park and Grand River Valley R. R. and Tel. Co.... | North line Wyoming Ter. to west State line..... | 6,000,000 | 50 | May 29, 1880 | June 19, 1880 | 4 | 368 |
| Pike's Peak and Salt Lake Railroad Company..... | Colorado Springs to west State line..... | 5,000,000 | 50 | Feb. 19, 1873 | Feb. 25, 1873 | E | 49 |
| Pueblo and Salt Lake Railway..... | Granada to Salt Lake..... | 3,000,000 | 50 | Dec. 11, 1873 | Dec. 15, 1873 | E | 196 |
| Pueblo and Arkansas Valley Railroad Company..... | East State line to Salt Lake..... | 3,000,000 | 50 | March 24, 1875 | March 24, 1875 | E | 553 |
| Pueblo, Cañon City and Leadville Railroad Company..... | Pueblo to Kokomo..... | 5,000,000 | 20 | Dec. 11, 1879 | Dec. 11, 1879 | B | 412 |
| Pueblo and St. Louis Railroad Company..... | Pueblo to east State line..... | 3,000,000 | 50 | Jan. 31, 1880 | Feb. 2, 1880 | 2 | 96 |
| Pueblo and Silver Cliff Railroad Company..... | Pueblo to Silver Cliff..... | 1,000,000 | 50 | March 5, 1880 | March 8, 1880 | 2 | 292 |
| Pueblo and Kit Carson Air Line Railroad Company..... | Pueblo to Kit Carson..... | 2,000,000 | 20 | Aug. 30, 1880 | Sept. 7, 1880 | 3 | 349 |
| Pueblo, Colorado Springs and Denver Railroad Co..... | Pueblo to Denver..... | 3,000,000 | 50 | March 7, 1881 | March 16, 1881 | 6 | 490 |
| Pike's Peak Railroad and Improvement Company..... | Manitou to Pike's Peak..... | 200,000 | 50 | April 14, 1883 | April 16, 1883 | 5 | 317 |
| Rocky Mountain Railroad and Telegraph Company..... | Denver to Georgetown..... | 2,000,000 | 20 | Dec. 28, 1867 | Dec. 31, 1867 | C | 332 |
| Rocky Mountain Railway Company..... | Denver to south State line..... | 5,000,000 | 50 | April 30, 1879 | May 14, 1879 | D | 90 |
| Ralston Railroad and Coal Company..... | Golden to Ralston Creek..... | 100,000 | 50 | May 12, 1877 | May 29, 1877 | A | 224 |
| Rosita and Silver Cliff Railway Company..... | Cañon City to Rosita..... | 500,000 | 50 | Jan. 12, 1879 | Jan. 13, 1879 | 1 | 168 |
| Red Hill, Fairplay and Leadville Railroad Company..... | Red Hill to Leadville..... | 2,500,000 | 50 | Oct. 25, 1879 | Oct. 25, 1879 | B | 272 |
| Southern Colorado Railway Company..... | Pueblo to east State line..... | 100,000 | 50 | Feb. 2, 1872 | Feb. 5, 1872 | D | 433 |
| Southern Colorado Railway Company..... | Kit Carson to Pueblo..... | 3,000,000 | 50 | May 28, 1879 | May 28, 1879 | D | 103 |
| Snowy Range & Middle Park Wagon Road and Ry. Co. | Boulder to Middle Park..... | 200,000 | 50 | Oct. 12, 1872 | Oct. 15, 1872 | D | 556 |
| South Platte, Cache la Poudre and Pacific Railway Co.... | U. P. Ry. to Cache la Poudre; east State line..... | 2,500,000 | 50 | April 18, 1873 | April 19, 1873 | E | 35 |
| Spanish Range Railway Company..... | Cucharas to Fort Garland..... | 1,500,000 | 50 | Aug. 14, 1875 | Aug. 30, 1875 | F | 65 |
| Swansea and Valverde Railroad Company..... | Swansea to Denver..... | 100,000 | 50 | Jan. 24, 1876 | Jan. 25, 1876 | F | 206 |

TABLE XV.—CONTINUED.

| NAME OF CORPORATION. | TERMINAL POINTS. | Am't of stock. | Years of exist- ence. | Date of arti- cles. | Date of filing | RECORDED. | |
|--|--|----------------|--------------------------|------------------------|----------------|-----------|-------|
| | | | | | | Book. | Page. |
| St. Vrain Railroad Company..... | St. Vrain to Boulder Valley..... | 5,000 | 20 | Mch. 5, 1877 | June 7, 1877 | A | 269 |
| San Juan Railway Company | Fort Garland to Salt Lake..... | 1,500,000 | 50 | June 14, 1877 | July 18, 1877 | A | 338 |
| Summit Railroad Company..... | Breckenridge to Fairplay..... | 50,000 | 50 | Mch. 29, 1879 | April 2, 1879 | 1 | 204 |
| San Juan Railroad and Tramway Company..... | Lake City to Ouray..... | 1,000,000 | 50 | Mch. 16, 1880 | Mch. 16, 1880 | 2 | 344 |
| Southern Colorado and Dolores Railway and Tel. Co..... | Arkansas River to west State line..... | 10,000,000 | 30 | April 1, 1880 | May 3, 1880 | 3 | 361 |
| Silver Cliff, South Arkansas and Western Ry. Co..... | Silver Cliff to South Arkansas..... | 2,000,000 | 20 | Sept. 1, 1880 | Sept. 2, 1880 | 3 | 411 |
| Silver Cliff and Rosita Railway Company | Silver Cliff to Rosita | 150,000 | 20 | April 6, 1881 | April 9, 1881 | 7 | 500 |
| Silver Cliff Railway Company | West Cliff to Rosita | 300,000 | 50 | July 30, 1881 | Aug. 2, 1881 | 7 | 579 |
| Southwestern Railroad Company..... | Cerro Summit to Montrose county..... | 300,000 | 50 | June 20, 1885 | June 23, 1885 | 11 | 193 |
| Turkey Creek Railway Company..... | Along Turkey Creek..... | 20,000 | 50 | July 24, 1873 | July 24, 1873 | E | 112 |
| Trinidad and Arkansas Valley Railway and Tel. Co..... | Trinidad to La Junta..... | 500,000 | 20 | Feb. 23, 1877 | Mch. 1, 1877 | A | 118 |
| Trinidad, El Moro and Eastern Railroad Company..... | Trinidad to El Moro..... | 100,000 | 30 | May 2, 1883 | May 4, 1883 | 5 | 398 |
| Upper Arkansas, San Juan and Pacific Railway Co..... | Cañon City to Leadville | 1,500,000 | 50 | May 30, 1878 | May 31, 1878 | B | 180 |
| Upper Arkansas, Leadville and Malta Railway Co..... | Leadville to Tabor City..... | 200,000 | 30 | May 10, 1879 | May 19, 1879 | 1 | 378 |
| Union Depot and Railroad Company | Union Depot to suburbs | 400,000 | 50 | Nov. 20, 1879 | Nov. 21, 1879 | B | 338 |
| Union Pacific Railroad Company..... | Missouri river to Pacific Ocean | 50,062,300 | ..... | Jan. 24, 1880 | Aug. 2, 1880 | ..... | ..... |

| | | | | | | | | | |
|--|----------------------------------|------------|----|------|----------|------|----------|---|-----|
| United States Central Railroad Company | Denver to San Francisco..... | 75,000,000 | 50 | Oct. | 22, 1883 | Oct. | 27, 1883 | 8 | 160 |
| Wet Mountain Valley Railroad Company | Cañon City to Rosita..... | 300,000 | 50 | Dec. | 16, 1878 | Dec. | 19, 1878 | 1 | 136 |
| Wyoming Southern Railway Company | Hudson to north State line | 3,000,000 | 50 | Nov. | 24, 1883 | Dec. | 4, 1883 | 8 | 270 |

FOREIGN CORPORATIONS.

| NAME OF CORPORATION. | TERMINAL POINTS. | Am't of stock. | Chartered. | Date of art- cles. | Date of filing. |
|--|--------------------------------------|----------------|--------------|-----------------------|-----------------|
| Atchison and Topeka Railroad Company | Atchison to Topeka..... | \$ 1,500,000 | Laws of Kan. | Dec. 11, 1859 | Jan. 8, 1879 |
| Atchison, Topeka and Santa Fé Railroad Company | Atchison to Santa Fé..... | 1,500,000 | Laws of Kan. | ..... | Jan. 8, 1879 |
| Union Pacific Railroad Company..... | Missouri River to Pacific Ocean..... | 50,962,300 | Act Congress | July 1, 1862 | Aug. 2, 1880 |

RETURNS
OF THE
RAILROAD COMPANIES,

FOR THE YEAR ENDING JUNE 30, 1885.

STATE OF COLORADO,
OFFICE OF THE RAILROAD COMMISSIONER, }
DENVER, July 25, 1885.

To the Burlington and Colorado Railroad Company:

To enable the Commissioner to make his report to the Governor of the State, as required by Section 10, of an Act concerning Railroads, of the Fifth General Assembly, approved April 6, A. D. 1885, Railroad Companies are required by Section 11 of said Act, to "annually make to said Commissioner, between the first day of August and the first day of September, such returns, in form and manner as said Commissioner may prescribe."

The annexed blank returns is the "form and manner" prescribed by order of the Commissioner. Every question asked has been for the express purpose of eliciting facts upon which to base the Commissioner's report aforesaid. A full and explicit answer to each and every of said questions is considered of importance to the Commissioner, and upon the accuracy and completeness of such answers depends the value of the returns, not only to the Commissioner, the Legislature and the public, but to the corporations themselves.

In case any question is not thoroughly understood, the Commissioner requests that you immediately confer with this office for explanation, that trouble and delay may be avoided in returning your report for corrections. The Commissioner has but little time, after the prescribed time for making your returns, in which to prepare and publish his report, and for that reason it is imperatively necessary that your return be made within the time required by law.

By order of the Commissioner.

HENRY FELKER,
Secretary.

REPORT

OF THE

Burlington and Colorado Railroad Co.,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE |
|-----------------------------|---------------------|----------------------------|
| President | W. J. Ladd..... |Boston, Massachusetts |
| Vice President | None..... | ..... |
| Secretary | A. G. Stanwood..... |Boston, Massachusetts |
| Treasurer | E. E. Pratt..... |Boston, Massachusetts |
| General Manager..... | G. W. Holdrege..... |Omaha, Nebraska |
| General Superintendent... | T. E. Calvert..... |Lincoln, Nebraska |
| Asst. Gen. Superintend't... | ..... | ..... |
| Division Superintendent... | A. Campbell..... |McCook, Nebraska |
| Chief Engineer..... | T. E. Calvert..... |Lincoln, Nebraska |
| Superintend't of Telegraph | C. E. Yates..... |Lincoln, Nebraska |
| Auditor | C. D. Dorman..... |Omaha, Nebraska |
| General Passenger Agent... | P. S. Eustis |Omaha, Nebraska |
| General Freight Agent..... | Thomas Miller |Omaha, Nebraska |
| General Solicitor | E. O. Wolcott..... |Denver, Colorado |
| Land Commissioner | None..... | ..... |
| Receiver..... | None..... | ..... |

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|---------------------|----------------------|---------------------|---------------------|
| N. H. Stone..... | Milton, Mass..... | Henry Parkman... |Boston, Mass. |
| E. E. Pratt..... | Manchester, Mass... | E. O. Wolcott..... |Denver, Colo. |
| W. J. Ladd..... | Millon, Mass..... | A. G. Stanwood.... |Boston, Mass. |
| J. L. Carter..... | Brookline, Mass..... | ..... | ..... |

- Executive committee.....None
- Date of annual election of directors.....Fourth Wednesday in June
- Location of general offices
- Location of general office in this State.....Denver, Colorado
- Name and address of person to whom correspondence concerning this report should be directed.....C. D. Dorman, Auditor, Omaha, Nebraska

CAPITAL STOCK.

| | |
|--|-----------------|
| 1. Amount authorized by articles of association | \$ 5,000,000 00 |
| 2. Amount authorized by vote of the company..... | ..... |
| 3. Number of shares issued, 40,260; amount paid in..... | ..... |
| 4. Stock subscribed by individuals or corporations in cash..... | ..... |
| 5. Stock issued for account of construction | 4,026,000 00 |
| 6. Stock issued for bonds of company cancelled..... | ..... |
| 7. Stock issued for dividends payable in stock..... | ..... |
| 8. Stock issued for payment of floating debt.. ..... | ..... |
| 9. Stock issued for interest on bonded debt..... | ..... |
| 10. Stock issued for construction account on extension lines..... | ..... |
| 11. Stock issued to represent purchased lines..... | ..... |
| 12. Total common stock issued..... | 4,026,000 00 |
| 13. Amount of preferred stock..... | ..... |
| 14. Rate of preference and for what issued..... | ..... |
| 15. Amount of stock issued to build and equip the road..... | ..... |
| 16. Amount of stock issued during last year and on what account was increase made.....None | ..... |
| 17. Total amount paid in as per books of company..... | 4,026,000 00 |
| 18. Proportion of stock for Colorado.....All in Colorado | ..... |
| 19. Amount of stock per mile of road..... | 23,020 18 |
| 20. Amount of stock representing the road in Colorado....All in Colorado | ..... |
| 21. Amount of stock held in Colorado.....10 shares | ..... |
| 22. Total number of stockholders.....8 | ..... |
| 23. Number of stockholders in Colorado.....1 | ..... |

24. When and to whom was the original stock owned by the company sold, and what was the cash value realized by the company for the same?

25. A list of the stockholders at the last election of directors, showing the name, residence and amount of stock owned by each, must be filed herewith.

BONDED DEBT.

| | |
|--|-----------------|
| 1. First mortgage bonds, date, December 1, 1881; due February 1, 1922; rate of interest, 5 per cent..... | \$ 4,026,000 00 |
| 2. Amount of interest paid on same during the year..... | 201,300 00 |
| 3. Second mortgage bonds, date...due...rate of interest...per cent...None | ..... |
| 4. Amount of interest paid on same during the year..... None | ..... |
| 5. Third mortgage bonds, date...due...rate of interest...per cent.....None | ..... |
| 6. Amount of interest paid on same during the year.....None | ..... |
| 7. ...mortgage bonds, date...due...rate of interest...per cent.....None | ..... |
| 8. Amount of interest paid on same during the year.....None | ..... |
| 9. ...mortgage bonds, date...due...rate of interest...per cent.....None | ..... |
| 10. Amount of interest paid on same during the year..... None | ..... |
| 11. Total bonded debt..... | 4,026,000 00 |
| 12. Amount of cash realized from sale of above mentioned bonds..... | ..... |
| 13. Amount of bonds issued to build and equip the road | 4,026,000 00 |
| 14. Amount of bonds issued during last year and on what account was increase made | None |
| 15. Amount of bonded debt per mile of road..... | 23,020 18 |

FLOATING DEBT.

| | |
|---|--------------|
| 16. Amount of debt not secured by mortgage.....None | ..... |
| 17. Proportion of debt bonded and floating for Colorado...All in Colorado | ..... |
| 18. Total amount of paid-up stock and debt | 8,052,000 00 |
| 19. Amount of stock and debt per mile of road..... | 46,040 36 |
| 20. Amount and full description of bonds on branch or purchased lines not covering main line.....None | ..... |

COST OF ROAD.

| | |
|---|------------|
| 1. Cost of right of away, entire line ..... | ..... |
| 2. Cost of right of way in Colorado..... | ..... |
| 3. Cost of all real estate used exclusively in operating the road. . . . . | ..... |
| 4. Cost of all real estate used exclusively in operating the road in Colorado ..... | ..... |
| 5. Grading ..... | ..... |
| 6. Bridging and masonry..... | ..... |
| 7. Superstructure, including rails ..... | ..... |
| 8. Passenger and freight stations, coal sheds, water stations ..... | ..... |
| 9. Engine houses, car sheds and turn-tables ..... | ..... |
| 10. Machine shops, including machinery and tools ..... | ..... |
| 11. Interest paid during construction, discounts, etc..... | ..... |
| 12. Engineering, agencies, salaries and other expenses during construction ..... | ..... |
| 13. All other items charged to construction, not enumerated above..... | ..... |
| 14. Double track, number of miles.....cost..... | None |
| 15. Third rail track, number of miles.....cost | None |
| 16. Cost of construction, entire line..... | ..... |
| 17. Cost of construction in Colorado.. .. | ..... |
| 18. Average cost of road per mile [174.89 miles]..... | ..... |
| 19. Is your construction account closed? | No. |
| 20. If the road was not built by the present owners, state cost of road to them ..... | ..... |
| 21. The value of all other property owned by the corporation | None |

Total cost of construction and equipment, the whole line being in Colorado (have not details asked for above), \$8,166,707.81.

Average cost of road and equipment per mile (174.89 miles), \$46,697.97.

COST OF EQUIPMENT.

| | | |
|-----|---|----------|
| 1. | Locomotives | \$ |
| 2. | First class passenger cars ..... | ..... |
| 3. | Second class passenger cars ..... | ..... |
| 4. | Express, mail and baggage cars ..... | ..... |
| 5. | Parlor, dining and sleeping cars ..... | ..... |
| 6. | Box cars ..... | ..... |
| 7. | Stock cars ..... | ..... |
| 8. | Coal cars ..... | ..... |
| 9. | Flat cars ..... | ..... |
| 10. | Hand and push cars ..... | ..... |
| 11. | Other cars for freight purposes ..... | ..... |
| 12. | Miscellaneous cars ..... | ..... |
| 13. | Snow plows on wheels ..... | ..... |
| 14. | Wrecking cars, pile drivers and tools ..... | ..... |
| 15. | The above equipment applies to.....miles of road ..... | ..... |
| 16. | Total cost of equipment | \$ |
| 17. | Average cost of equipment per mile of road operated | \$ |
| 18. | Proportion of cost of road and equipment for Colorado ..... | ..... |
| 19. | Average cost of road and equipment per mile in Colorado ..... | ..... |

PROPERTY ACCOUNTS.

| CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR. | | AMOUNT. |
|---|---------|--------------|
| 1. Grading..... | | \$ 352 40 |
| 2. Bridging and masonry..... |  | ..... |
| 3. Superstructure, including rails | | 1,207 28 |
| 4. Land, land damages and fences | | 50,715 28 |
| 5. Passenger and freight stations, coal sheds and water stations..... | | 9,420 44 |
| 6. Engine houses, car sheds and turn-tables..... |  | ..... |
| 7. Machine shops, including machinery and tools..... |  | ..... |
| 8. Engineering, agencies, salaries and other expenses during construct'n ..... |  | ..... |
| 9. Purchase of other roads (specifying same) and all particulars ..... |  | ..... |
| | | |
| | | |
| 10. Double track extension ..... |  | ..... |
| 11. Total for construction..... | | \$ 61,595 40 |
| EQUIPMENT. | | |
| | NUMBER. | |
| 12. Locomotives..... | ..... | ..... |
| 13. New snow plows..... | ..... | ..... |
| 14. Passenger, mail, baggage and express cars..... | ..... | ..... |
| 15. Parlor, dining and sleeping cars..... | ..... | ..... |
| 16. Freight and other cars..... | ..... | ..... |
| 17. Wrecking cars, pile drivers and tools..... | ..... | ..... |
| 18. Total for equipment ..... |  | ..... |
| 19. Any other expenditures charged to property accounts..... |  | ..... |
| | | |
| | | |
| 20. Total expenditures charged to property accounts..... | | \$ 61,595 40 |
| 21. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)..... |  | ..... |
| | | |
| 22. Amount the capital has been increased by stock or other dividends that is not represented by actual increase of property—dividing surplus, or any other increase..... |  | ..... |
| 23. Net addition to property account for the year..... |  | ..... |

DESCRIPTION OF ROAD.

| | | MILES. | |
|-----------------------|--|------------------|---------------------|
| | | Entire Line. | Length in Colorado. |
| 1. | Length of main line of road from Nebraska State line to Denver, Colorado | 174.89 | 174.89 |
| 2. | Length of double track on main line | None | ..... |
| 3. | Length of three-rail track on main line..... | None | ..... |
| * BRANCHES—Name each. | | | |
| 4. | From..... to..... | ..... | ..... |
| 5. | From..... to..... | ..... | ..... |
| 6. | From..... to..... | ..... | ..... |
| 7. | From..... to..... | ..... | ..... |
| 8. | From..... to..... | ..... | ..... |
| 9. | From..... to..... | ..... | ..... |
| 10. | From..... to..... | ..... | ..... |
| 11. | From..... to..... | ..... | ..... |
| 12. | From..... to..... | ..... | ..... |
| 13. | From..... to..... | ..... | ..... |
| 14. | From..... to..... | ..... | ..... |
| 15. | From..... to..... | ..... | ..... |
| 16. | From..... to..... | ..... | ..... |
| 17. | From..... to..... | ..... | ..... |
| 18. | From..... to..... | ..... | ..... |
| 19. | From..... to..... | ..... | ..... |
| 20. | Total length of main line and branches..... | 174.89 | 174.89 |
| 21. | Aggregate length of sidings and other track not above..... | 19.69 | 19.69 |
| 22. | Aggregate length of track computed as single track, exclusive of sidings..... | 174.89 | 174.89 |
| 23. | Number of miles of iron rail | None | ..... |
| 24. | Number of miles of steel rail..... | 174.89 | 174.89 |
| | [Weight per yard, steel, 56 pounds.] | | |
| | [Weight per yard, iron, | | |
| 25. | Gauge of track | 4 feet 8½ inches | |
| 26. | Number of miles of telegraph owned by this company..... | 174.89 | 174.89 |
| 27. | Grade—Maximum per mile..... | 42 feet | |
| | Longest maximum..... | 4,500 feet. | |
| 28. | Curvature—Shortest radius..... | 1,910 feet. | |
| | Aggregate length of all radii 89,337.66 feet. | | |
| | Aggregate length of tangents 157.97 miles. | | |
| 29. | If any of the road was first opened for operation during the past year, state the date | None | ..... |
| 30. | Total miles of road operated by this company..... | 174.89 | 174.89 |

* This includes leased lines—designate them as such—the earnings, expenses, etc., of which must be given in this report separately.

STATIONS.

| | Entire Line. | In Colorado. |
|--|--------------|--------------|
| 1. Number of stations on all roads owned by this company..... | ..... | ..... |
| 2. Number of stations on all roads operated by this company..... | 13 | 13 |
| 3. Number of "common points"..... | 1 | 1 |
| 4. Number of telegraph offices in stations..... | 13 | 13 |

EMPLOYÉS.

| | Entire Line. | In Colorado. | Average salary per annum. | Total salaries. |
|---|--------------|---------------|---------------------------|-----------------|
| 1. Division and assistant superintendents..... | | 1 | \$ 2,700 00 | \$ 2,700 00 |
| 2. Road masters..... | | 2 | 1,200 00 | 2,400 00 |
| 3. Clerks in all offices..... | | Average 17 42 | per month 68 98 | 14,410 20 |
| 4. Master and assistant mechanics..... | | 1 | 120 00 | 1,440 00 |
| 5. Helpers in shops..... | | 20 10 | 53 12 | 12,800 80 |
| 6. Train dispatchers..... | | 2 | 95 31 | 2,287 44 |
| 7. Conductors..... | | 7 | 92 85 | 7,800 00 |
| 8. Engineers..... | | 11, | 110 00 | 14,520 00 |
| | | 11 | 63 80 | 8,316 00 |
| 9. Firemen and wipers..... | | 10 | 48 00 | 4,560 00 |
| 10. Brakemen..... | | 11 | 64 09 | 8,460 00 |
| 11. Baggage men *..... | | 2 | 30 00 | 720 00 |
| 12. Flagmen, switch tenders, gate keepers and watchmen..... | | 11 33 | 51 10 | 6,949 96 |
| 13. Station agents..... | | 15 58 | 61 60 | 11,520 14 |
| 14. Telegraph operators..... | | 14 17 | 54 38 | 9,244 15 |
| 15. Section foremen..... | | 25 | 55 35 | 16,524 55 |
| 16. Section laborers..... | | 84 83 | 34 99 | 55,617 61 |
| 17. Other employés..... | | 42 58 | 30 89 | 25,999 51 |
| 18. Total number of persons regularly employed..... | | 289 | ..... | ..... |
| 19. Total amount paid employés..... | | | | 186,378 45 |

* These baggage men are paid \$30 per month each by the Wells, Fargo Express Co

BRIDGES IN COLORADO.

| | NO | AGGREGATE LENGTH. |
|---|-------|----------------------|
| 1. Wooden truss bridges.....None | ..... | ..... |
| 2. Combination bridges.....None | ..... | ..... |
| 3. Iron bridges.....None | ..... | ..... |
| 4. Wooden trestle and pile..... | 138 | 11,392 feet. |
| 5. Iron trestle..... | 1 | 107 feet |
| 6. Stone bridges..... | ..... | ..... |
| ARCH CULVERTS AND VIADUCTS IN COLORADO. | | |
| 7. With opening twenty feet or more.....None | ..... | ..... |
| 8. Less than twenty feet opening.....None | ..... | ..... |
| BOX CULVERTS IN COLORADO. | | |
| 9. Timber..... | 13 | 600 feet. |
| 10. Stone.....None | ..... | ..... |
| CATTLE GUARDS. | | |
| 11. Number in Colorado..... | 38 | 304 feet. |
| 12. Renewal of bridges and culverts in Colorado.....None | ..... | ..... |
| 13. Amount of timber used in renewals of wooden bridges during the year (feet B. M).....None | ..... | ..... |
| 14. Amount of trestle work replaced with earth during the year (lineal feet).....None | ..... | ..... |
| 15. Timber culverts replaced with stone.....None | ..... | ..... |
| 16. Timber culverts replaced with sewer pipe.....None | ..... | ..... |
| 17. Timber culverts replaced with timber.....None | ..... | ..... |

BRIDGES BUILT WITHIN THE YEAR IN COLORADO.

| LOCATION. | KIND | MATERIAL. | WHEN BUILT. | LENGTH IN FEET. |
|-----------|-------|-----------|-------------|-----------------|
| | | None. | ..... | ..... |
| | | | | |
| | | | | |
| | | | | |

Give average number years trestle and pile bridges last on your road in Colorado? 10 years.

Give average number years wooden truss bridges last on your road in Colorado? 10 years.

ROAD-BED AND TRACK IN COLORADO.

| | |
|--|--------------|
| 1. Number of track sections..... | 25 |
| 2. Average length of sections..... | 7 miles. |
| 3. Average number of men in each section gang..... | 3½ |
| 4. Average number of ties per mile of road..... | 3,000 |
| 5. Number of new ties laid in track during the year..... | 1,147 |
| 6. Average number of new ties per mile of road..... | ..... |
| 7. New rails laid in track during year—iron (..... tons) miles..... | None |
| 8. New rails laid in track during year—steel (..... tons) miles..... | None |
| 9. Total track laid with new rail during the year, miles..... | None |
| 10. Average life of iron rails on main line..... | We have none |
| 11. Average life of iron rails on branches..... | We have none |
| 12. Average life of steel rails on main line..... | 10 years |
| 13. Average life of steel rails on branches..... | No branches |
| 14. Average life of ties..... | 7 years |
| 15. Average life of joint fastenings..... | 8 years |
| 16. Average life of frogs..... | 2½ years |

CROSSINGS IN COLORADO.

1. What railroad crosses your road at grade, and at what locality :
Denver Pacific Railroad at four miles east of Denver.
Colorado Central Railroad, twice, east of Denver.
Colorado Central Railroad in Denver yard.
Denver, Utah and Pacific Railroad in Denver yard.
Denver and New Orleans Railroad, twice, in Denver yard.
Denver, South Park and Pacific Railroad in Denver yard.
Denver Street Railroad at Fifteenth street, Denver.

..... railroad at
..... railroad at
..... railroad at
..... railroad at

2. What railroads cross your road, either over or under, and at what locality :None
..... railroad at
..... railroad at
..... railroad at
..... railroad at

3. Number of highway crossings at grade..... 52
4. Number of highway crossings at which there are flagmen..... 1
5. Number of highway crossings over railroad..... None
6. Number of highway crossings under railroad..... None
7. Number of highway bridges eighteen feet above track..... None
8. Number of highway bridges less than eighteen feet above track None

FENCING IN COLORADO.

1. How many miles of your road in Colorado are fenced?..... 95 99-100
2. What is the average cost per rod?..... \$ 2 03
3. What is the total cost of same?..... \$ 62,292 31
4. How many miles of new fencing have you built during the year?..... 74 99-100

ROLLING STOCK.

| | LEASED. | OWNED. | TOTAL. | AVERAGE LIFE IN YEARS. |
|--|------------------|--------|--------|------------------------------|
| 1. Number of passenger locomotives..... | ..... | ..... | ..... | ..... |
| 2. Number of freight locomotives..... | ..... | ..... | 10 | 12 |
| 3. Number of passenger cars..... | ..... | ..... | 9 | 12 |
| 4. Number of baggage, mail and express cars..... | ..... | ..... | 7 | 10 |
| 5. Number of parlor and sleeping cars.....None | ..... | ..... | ..... | ..... |
| 6. Number of dining cars.....None | ..... | ..... | ..... | ..... |
| 7. Number of box freight cars..... | ..... | ..... | 205 | 8 |
| 8. Number stock cars..... | ..... | ..... | 89 | 8 |
| 9. Number of platform and coal cars..... | ..... | ..... | 103 | 8 |
| 10. Number of other cars..... | ..... | ..... | 59 | ..... |
| 11. Total number of cars..... | ..... | ..... | 482 | ..... |
| 12. Maximum weight of locomotives and tenders..... | 58 875-2000 tons | | | |
| 13. Average weight of locomotives and tenders..... | 51 700-2000 tons | | | |
| 14. Number of locomotives equipped with train brake..... | 5 | | | |
| 15. Kind of brake.....Westinghouse automatic | ..... |  |  |  |
| 16. Maximum weight of passenger cars..... | 48,400 lbs | | | |
| 17. Average weight of passenger cars..... | 48,400 lbs | | | |
| 18. Number of cars equipped with steam brake.....All Pass. cars | ..... |  |  |  |
| 19. Kind of brake.....Westinghouse automatic | ..... |  |  |  |
| 20. Number of passenger cars equipped with Miller platform and buffer.....All passenger cars | ..... |  |  |  |
| 21. The amount of tonnage that can be carried over your road exclusive of cars by an engine of given weight? <i>Answer</i> —Weight of engine 36½ tons; 24 cars, each weighing 20,000 pounds, and each containing a load of 30,000 pounds. | ..... |  |  |  |

MILEAGE, TRAFFIC, ETC.

| | |
|--|---------|
| 1. Miles run by passenger trains during the year..... | 255,605 |
| 2. Miles run by freight trains during the year..... | 144,047 |
| 3. Miles run by switching trains during the year No data | ..... |
| 4. Miles run by other trains during the year..... None | ..... |
| 5. Total train mileage..... | 399,652 |

CARS AND WEIGHT OF TRAINS.

| | |
|--|--------------|
| 1. Average number of cars in passenger trains | 4 36 |
| 2. Average weight of passenger trains, exclusive of passengers | 302,036 lbs. |
| 3. Average number of cars in freight trains..... | 25 |
| 4. Average weight of freight trains, exclusive of freight. | 652,350 lbs. |

PASSENGER TRAFFIC.

| | |
|---|--------------|
| 1. Number of through passengers carried..... | 30,747 |
| 2. Number of local passengers carried..... | 1,425 |
| 3. Number of passengers carried east and south..... | 15,939 |
| 4. Number of passengers carried west and north..... | 16,233 |
| 5. Number of special ticket passengers carried..... None | ..... |
| 6. Total number of passengers carried..... | 32,172 |
| 7. Total passenger mileage or passengers carried one mile..... | 5,110,881 |
| 8. Average distance traveled by each passenger..... | 158.86 miles |
| 9. Average amount received from each passenger | \$ 4 77 |
| 10. Highest rate of fare per mile for any distance..... | 5 cts. |
| 11. Lowest rate of fare per mile for any distance..... Cannot be given | ..... |
| 12. Average rate of fare per mile for all passengers..... | 3 cts. |
| 13. Average cost per mile per passenger..... Cannot be determined | ..... |
| 14. Average cost per mile per passenger in Colo..... Cannot be determined | ..... |
| 15. Average rate paid per mile per passenger in Colorado..... | 3 cts. |

EXCURSION TRAINS IN COLORADO.

| | | |
|---|------------------------|-------|
| 1. Total number of miles trains run..... | } No excursion trains. | ..... |
| 2. Total number of passengers carried..... |  | ..... |
| 3. Total movement of passengers (carried one mile)..... |  | ..... |
| 4. Total amount of excursion earnings..... |  | ..... |
| 5. Total expense of excursion trains..... |  | ..... |
| 6. Average number of miles each passenger carried..... |  | ..... |
| 7. Average rate per mile per passenger..... |  | ..... |

FREIGHT TRAFFIC.

| | |
|--|-------------------------|
| 1. Number of tons of through freight carried..... | 132,066 |
| 2. Number of tons of local freight carried..... | 1,050 |
| 3. Total tons of freight carried | 133,116 |
| 4. Total mileage of through freight (tons carried one mile)..... | 22,278,186 |
| 5. Total mileage of local freight (tons carried one mile)..... | 101,897 |
| 6. Total freight mileage, or tons carried one mile..... | 22,380,083 |
| 7. Average rate per ton per mile received for through freight..... | .0201 Cts. |
| 8. Average rate per ton per mile received for local freight..... | .0179 Cts. |
| 9. Average rate per ton per mile for all freight..... | .0201 Cts. |
| 10. Average cost per ton per mile to move local freight..... | } Cannot be determined. |
| 11. Average cost per ton per mile to move through freight | |
| 12. Average cost per ton per mile to move all freight..... | |
| 13. Average rate per ton per mile to move all freight in Colorado... | |

| | TONS. | PER CENT. |
|--|-------|-----------|
| 14. Percentage of freight originating at and carried to stations in Colorado, to total freight carried in Colorado. (This should not include fuel or any material for the use of the road.)..... | | 2.45 |

CAR MILEAGE.

| | |
|--|----------------|
| 1. Number of miles run by loaded freight cars east and south..... | 1,332,619 |
| 2. Number of miles run by loaded freight cars west and north..... | 1,177,736 |
| 3. Number of miles run by empty freight cars east and south..... | 202,655 |
| 4. Number of miles run by empty freight cars west and north..... | 324,595 |
| 5. Total freight car mileage..... | 3,037,605 |
| 6. Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | As 132 to 1000 |
| 7. Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | As 216 to 1000 |
| 8. Percentage of empty freight cars hauled in Colorado, to all freight cars hauled in Colorado..... | As 173 to 1000 |

SPEED OF TRAINS IN COLORADO.

| | |
|--|----|
| 1. Rate of speed of passenger trains, including stops, miles, average per hour | 30 |
| 2. Rate of speed of freight trains, including stops, miles, average per hour..... | 15 |

TONNAGE OF ARTICLES TRANSPORTED.

| | TONS. | PER CT. |
|---|--------------------|---------|
| 1. Grain..... | 11,944 | 9.010 |
| 2. Flour..... | 1,156 | 0.860 |
| 3. Provisions (beef, pork, lard, etc.)..... | 1,898 | 1.425 |
| 4. Animals..... | 8,850 | 6.649 |
| 5. Other agricultural products..... | 4,872 | 3.660 |
| 6. Iron, lead and mineral products..... | 26,747 | 20.004 |
| 7. Lumber and forest products..... | 4,611 | 3.463 |
| 8. Coal..... | 33,874 | 25.447 |
| 9. Plaster, lime and cement..... | 263 | 0.197 |
| 10. Salt..... | 1,461 | 1.097 |
| 11. Petroleum and oil..... | | |
| 12. Steel and castings..... | Included in No. 6. | |
| 13. Stone and brick..... | 324 | 0.243 |
| 14. Manufactures—articles shipped from point of production..... | 2,502 | 1.880 |
| 15. Merchandise and other articles not enumerated above..... | 34,564 | 25.966 |
| 16. Total tons carried..... | 133,116 | 100.00 |

TONNAGE OF ARTICLES TRANSPORTED IN COLORADO.

| | TONS. | PER CT |
|--|-------|--------|
| 1. Grain..... | | |
| 2. Flour..... | | |
| 3. Provisions (beef, pork, lard, etc.)..... | | |
| 4. Animals..... | | |
| 5. Other agricultural products..... | | |
| 6. Iron, lead and mineral products .. | | |
| 7. Lumber and forest products .. | | |
| 8. Coal .. | | |
| 9. Plaster, lime and cement..... | | |
| 10. Salt .. | | |
| 11. Petroleum and oil..... | | |
| 12. Steel and castings .. | | |
| 13. Stone and brick..... | | |
| 14. Manufactures—articles shipped from point of production | | |
| 15. Merchandise and other articles not enumerated above | | |
| 16. Total tons carried..... | | 100 |

—Same as "Tonnage of Articles Transported" on page 149—

ANALYSIS OF EARNINGS.

| | | |
|--|--------------------------|---------------|
| 1. Earnings—Passenger—From local passengers..... | \$ 2,660 15 | ..... |
| From through passengers..... | 150,654 51 | ..... |
| From all passengers..... | | \$ 153,314 66 |
| From express and baggage..... | | 7,872 84 |
| From mails..... | | 38,476 28 |
| From other sources passenger department..... |  | ..... |
| Total earnings passenger department..... | | \$ 199,663 78 |
| Total passenger earnings in Colorado..... | | \$ 199,663 78 |
| Earnings per train mile (255,605 miles)..... | (80 78) | ..... |
| Earnings per mile entire line (174.89 miles)..... | | 1,141 67 |
| Earnings per mile in Colorado..... | | 1,141 67 |
| 2. Earnings—Freight—From local..... | \$ 1,825 28 | ..... |
| From through..... | 447,252 61 | ..... |
| From other sources freight department..... | 880 50 | ..... |
| Total earnings freight department..... | | 449,958 39 |
| Total freight earnings in Colorado..... | | \$ 449,958 39 |
| Earnings per train mile (144,089 miles)..... | \$ 3.12 | ..... |
| Earnings per mile entire line (174.89 miles)..... | | \$ 2,572 81 |
| Earnings per mile in Colorado..... | | 2,572 81 |
| Earnings per mile in mails, express and other sources..... | | 28 58 |
| Earnings per mile in mails, express and other sources in Colorado..... | | 28 58 |
| 3. Total tariff earnings for the year ending June 30, 1885 } | | 649,622 17 |
| 4. Total pool earnings for the year ending June 30, 1885 } | | |
| 5. Total transportation earnings..... | | \$ 649,622 17 |
| 6. Earnings per train mile run from all trains earning revenue (399,652 miles)..... | \$ 1 63 | ..... |
| 7. Earnings per mile of road operated (174.89 miles)..... | \$ 3,730 26 | ..... |
| 8. Proportion of earnings for Colorado..... | | \$ 649,622 17 |
| 9. Rents received for use of road..... | | None |
| 10. Rents received for use of stations, section houses, etc..... | | 1,874 46 |
| 11. Car mileage (credit balance)..... | Not included in earnings | ..... |
| 12. Earnings from all other sources..... | | 290 10 |
| 13. Elevator earnings..... | None | ..... |
| 14. Telegraph earnings..... | \$ 597 24 | ..... |
| 15. Total earnings from all sources..... | | 652,383 97 |
| 16. Proportion of earnings for Colorado..... | | \$ 652,383 97 |
| 17. What per cent. are the earnings in Colorado of earnings of entire line?..... | 100 per cent. | |
| 18. Of earnings of entire line, what is the ratio of passenger to freight?..... | 307 to 1,000. | |

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

| CLASS I—MAINTENANCE OF WAY AND BUILDINGS. | |
|---|---------------|
| 1. Repairs of road-bed and track | \$ 62,133 89 |
| 2. Renewal of rails | 67 91 |
| [Number tons laid, steel] None ..... | ..... |
| [Number tons laid, iron] None ..... | ..... |
| 3. Renewal of ties | 807 48 |
| [Number laid] 1,147 ..... | ..... |
| 4. Repairs of bridges, including culverts | 2,477 81 |
| 5. Repairs of fences, road crossings, signs and cattle guards | 1,683 82 |
| 6. Repairs of buildings, stations and water tanks .. | 7,644 71 |
| 7. Total | \$ 74,815 62 |
| CLASS II—MAINTENANCE OF MOTIVE POWER AND CARS. | |
| 1. Repairs of locomotives | \$ 11,027 76 |
| 2. Repairs of passenger cars | 11,493 09 |
| 3. Repairs of freight cars | 15,401 27 |
| 4. Total | \$ 37,922 12 |
| CLASS III—CONDUCTING TRANSPORTATION. | |
| 1. Fuel for locomotives | \$ 37,265 45 |
| 2. Water supply | 5,078 34 |
| 3. Oil and waste | 7,163 09 |
| 4. Locomotive service, including stationery | 34,157 34 |
| 5. Passenger train service | 16,266 83 |
| 6. Passenger train supplies, including stationery | 3,060 05 |
| 7. Mileage of passenger cars (debit balance) | 7,974 95 |
| 8. Freight train service .. | 11,969 38 |
| 9. Freight train supplies, including stationery | 336 04 |
| 10. Mileage of freight cars (credit balance) | 1,724 86 |
| 11. Telegraph expenses (maintenance and operating) | 8,955 93 |
| 12. Damage and loss of freight and baggage | 210 88 |
| 13. Damages to property and cattle | 5,238 62 |
| 14. Personal injuries | 1,231 10 |
| 15. Agents and station service | 54,468 76 |
| 16. Station supplies, including stationery .. | 3,973 05 |
| 17. Total | \$ 195,624 85 |

EXPENSES OF OPERATING.—*Continued.*

| | |
|---|--------------|
| 1. Salaries of general officers and clerks, including stationery and supplies for general offices | \$ 23,846 34 |
| 2. Legal expenses..... | 5,131 77 |
| 3. Insurance | 39 55 |
| 4. Printing and advertising..... | 3,713 10 |
| 5. Outside agencies, including stationery and supplies..... | 7,136 40 |
| 6. Contingencies—miscellaneous expenses..... | 627 78 |
| 7. { Taxes in Colorado [\$.....] } | 25,532 70 |
| 8. { Taxes in other States [\$] } Total taxes in Colorado | |
| 9. Total..... | \$ 71,094 75 |

RECAPITULATION OF EXPENSES.

| | |
|---|---------------|
| 1. Maintenance of way and buildings | \$ 74,815 62 |
| 2. Maintenance of motive power and cars | 37,922 12 |
| 3. Conducting transportation | 125,024 85 |
| 4. General expenses, including taxes..... | 71,094 75 |
| 5. Total operating expenses and taxes..... | \$ 379,457 34 |
| 6. Operating expenses and taxes per mile of road operated [174.89 miles] | \$ 2,169 68 |
| 7. Operating expenses and taxes per train mile for trains earning revenue [399,652 miles] | 95 |
| 8. Proportion of operating expenses and taxes for Colorado.. | 379,457 34 |
| 9. Expenses of running and management of pass'ng'r trains | 193,992 00 |
| 10. Expenses of running and management of passenger trains per train mile [255,605] | 76 |
| 11. Expenses of running and management of freight trains ... | 159,925 55 |
| 12. Expenses of running and management of freight trains per train mile [144,047] | 1 11 |
| 13. Expenses of running and management of all trains earning revenue.. | \$ 353,917 64 |
| 14. Percentage of expenses to earnings [.581] | |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | INCREASE OR DECREASE | NET EARNINGS. | PERCENTAGE |
|------------------------|---------------|---------------|--------------------|---------------|----------------------|---------------|------------|
| 1883 | | | | | | | |
| July | \$ 32,756 01 | \$ 26,240 78 | \$ 1,205 37 | \$ 60,262 16 | ..... | \$ 34,151 69 | ..... |
| August | 53,030 93 | 33,972 06 | 1,012 91 | 88,015 90 | ..... | 58,765 56 | ..... |
| September .. | 62,220 33 | 25,929 01 | 907 57 | 89,056 91 | ..... | 56,487 57 | ..... |
| October | 65,402 55 | 11,451 88 | 955 93 | 77,810 36 | ..... | 42,342 00 | ..... |
| November .. | 56,322 67 | 11,447 90 | 932 46 | 68,703 03 | ..... | 40,282 63 | ..... |
| December .. | 26,406 67 | 18,194 51 | 2,005 43 | 47,506 61 | ..... | ..... | ..... |
| 1884 | | | | | | | |
| January | 41,729 01 | 10,912 91 | 1,514 90 | 54,156 82 | ..... | 21,920 82 | ..... |
| February ... | 40,214 46 | 8,507 62 | 868 91 | 49,590 99 | ..... | 19,733 76 | ..... |
| March | 53,008 48 | 11,761 65 | 1,714 63 | 65,884 82 | ..... | 36,983 21 | ..... |
| April | 37,814 65 | 15,784 07 | 1,014 82 | 54,613 54 | ..... | 13,713 79 | ..... |
| May | 41,003 95 | 18,198 84 | 1,108 07 | 60,910 86 | ..... | 29,675 31 | ..... |
| June | 21,977 59 | 13,381 48 | 625 88 | 35,984 95 | ..... | 2,959 42 | ..... |
| Totals ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Proportion for Colo... | \$ 532,487 30 | \$ 205,782 71 | \$ 14,306 94 | \$ 752,576 95 | .... | \$ 344,742 53 | ..... |
| 1884 | | | | | | | |
| July | \$ 34,161 34 | \$ 19,725 81 | \$ 1,139 26 | \$ 55,026 41 | — | \$ 23,778 20 | ..... |
| August | 39,802 33 | 13,708 80 | 955 87 | 54,467 00 | — | 25,459 26 | ..... |
| September .. | 40,312 59 | 13,182 43 | 3,195 10 | 56,690 12 | — | 27,247 29 | ..... |
| October | 52,537 66 | 15,205 11 | 21,552 98 | 89,295 75 | + | 57,417 49 | ..... |
| November .. | 34,939 40 | 15,719 31 | 3,226 79 | 53,885 50 | — | 24,475 91 | ..... |
| December .. | 18,529 85 | 8,424 32 | 3,065 28 | 30,019 45 | — | ..... | ..... |
| 1885 | | | | | | | |
| January | 41,116 48 | 9,869 37 | 2,603 78 | 53,654 63 | — | 22,024 17 | ..... |
| February ... | 41,408 39 | 6,187 76 | 3,055 90 | 50,652 05 | + | 19,790 31 | ..... |
| March | 48,704 49 | 7,605 63 | 2,789 15 | 59,099 27 | — | 26,998 39 | ..... |
| April | 32,387 12 | 12,830 50 | 2,656 62 | 47,874 24 | — | 19,409 31 | ..... |
| May | 29,025 08 | 13,985 10 | 2,834 79 | 45,844 97 | — | 17,195 26 | ..... |
| June | 36,153 16 | 16,870 52 | 2,850 90 | 55,874 58 | + | 27,271 74 | ..... |
| Totals ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Proportion for Colo... | \$ 449,077 89 | \$ 153,314 66 | \$ 49,991 42 | \$ 652,383 97 | — | \$ 272,926 63 | ..... |

EXPENSES DURING THE YEARS ENDING
JUNE 30, 1884-5.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPOR- TATION. | MAINTEN- ANCE. | GENERAL. | TOTAL. | INCREASE OR DECREASE. | EXCESS OF EXPENSES. | PERCENTAGE. |
|---------------------------|------------------------------------|-------------------|--------------|---------------|-----------------------------|---------------------------|-------------|
| 1883 | | | | | | | |
| July..... | \$ 16,183 27 | \$ 5,355 86 | \$ 4,571 34 | \$ 26,110 47 | | | |
| August | 15,379 53 | 10,995 65 | 2,955 16 | 29,330 34 | | | |
| September .. | 17,417 56 | 11,877 95 | 3,273 83 | 32,569 34 | | | |
| October..... | 18,403 57 | 9,675 80 | 7,388 99 | 35,468 36 | | | |
| November.. | 15,506 57 | 10,110 05 | 2,803 78 | 28,420 40 | | | |
| December.. | 19,158 72 | 7,700 67 | 32,920 45 | 59,779 84 | | \$ 12,273 23 | |
| 1884 | | | | | | | |
| January | 19,893 90 | 7,145 87 | 5,196 23 | 32,236 00 | | | |
| February ... | 17,032 64 | 7,227 78 | 5,596 81 | 29,857 23 | | | |
| March..... | 16,954 89 | 7,085 96 | 4,860 76 | 28,901 61 | | | |
| April..... | 26,727 37 | 9,575 49 | 4,596 89 | 40,899 75 | | | |
| May..... | 18,686 80 | 8,875 67 | 3,673 08 | 31,235 55 | | | |
| June | 17,479 18 | 12,463 32 | 3,083 03 | 33,025 53 | | | |
| Totals | | | | | | | |
| Proportion for Colo... | \$ 218,824 00 | \$ 108,000 07 | \$ 80,920 35 | \$ 407,834 42 | | | |
| 1884 | | | | | | | |
| July..... | \$ 13,381 28 | \$ 14,380 92 | \$ 3,486 01 | \$ 31,248 21 | + | | |
| August | 16,850 67 | 9,569 39 | 2,587 68 | 29,007 74 | — | | |
| September .. | 16,867 55 | 8,909 23 | 3,666 05 | 29,442 83 | — | | |
| October | 17,299 23 | 11,420 09 | 3,158 94 | 31,878 26 | — | | |
| November.. | 16,388 30 | 9,220 19 | 3,801 10 | 29,409 59 | + | | |
| December.. | 16,860 77 | 655 94 | 30,643 44 | 48,160 15 | — | \$ 18,140 70 | |
| 1885 | | | | | | | |
| January | 18,299 31 | 9,597 59 | 3,733 56 | 31,630 46 | — | | |
| February ... | 16,620 94 | 9,675 25 | 4,565 55 | 30,861 74 | + | | |
| March..... | 19,358 39 | 9,237 22 | 3,505 27 | 32,100 88 | + | | |
| April..... | 14,395 72 | 10,900 34 | 3,258 87 | 28,464 93 | — | | |
| May | 14,481 75 | 10,706 98 | 3,460 98 | 28,649 71 | — | | |
| June | 14,910 94 | 8,464 60 | 5,227 30 | 28,602 84 | — | | |
| Totals | | | | | | | |
| Proportion for Colo... | \$ 195,624 85 | \$ 112,737 74 | \$ 71,094 75 | \$ 379,457 34 | — | | |

; Includes taxes.

GENERAL EXHIBIT.

| | |
|--|---------------|
| 1. Total earnings..... | \$ 652,383 97 |
| 2. Total expenses, including taxes..... | 379,457 34 |
| 3. Net earnings..... | 272,926 63 |
| 4. Rentals, specifying amount paid to each company : | |
| | \$ |
| | |
| | |
| | |
| | |
| | |
| | |
| 5. Interest accruing during the year..... | 201,300 00 |
| 6. Interest paid during the year | 201,300 00 |
| 7. Interest paid during the year on account of the road in Colorado. All in Colorado | ..... |
| 8. Interest on funded debt .. | 201,300 00 |
| 9. Interest paid on funded debt..... | 201,300 00 |
| 10. Interest on floating debt..... None | ..... |
| 11. Interest paid on floating debt..... None | ..... |
| 12. Dividends declared, [..... per cent] None | ..... |
| 13. Interest falling due during the year and not paid..... None | ..... |
| 14. Floating debt liquidated during the year..... None | ..... |
| 15. Balance for the year..... | ..... |
| 16. Balance at the commencement of the year..... | ..... |
| 17. Balance at the close of the year ending June 30, 1885..... | ..... |

INCOME ACCOUNT.

| | |
|--|---------------|
| 1. Income from earnings | \$ 652,383 97 |
| 2. Income from stock owned of connecting or other roads.....None | ..... |
| 3. Income from bonds owned of connecting or other roads |None |
| 4. Income from stock held of your own road.....None | ..... |
| 5. Income from bonds held of your own road |None |
| 6. Income from lands sold or leased during the year.....None | ..... |
| 7. Income from other sources..... |None |
| 8. Total income from all sources for the year..... | \$ 652,383 97 |
| 9. Proportion of income for Colorado. [\$.....] All in Colorado. | |

GENERAL RECAPITULATION.

| | |
|--|---------------|
| 1. Total income..... | \$ 652,383 97 |
| 2. Total operating expenses and taxes..... | 379,457 34 |
| 3. Net income above operating expenses and taxes | 272,926 63 |
| 4. Net income above operating expenses, taxes, interest and rental | \$ 71,620 63. |
| 5. Gross income per train mile run [390,652 miles] \$1.63. | |
| 6. Net income per train mile run [390,652 miles] \$.68. | |
| 7. Percentage of net income to stock and debt, 0.34 | |
| 8. Percentage of net income to cost of road and equipment, 0.31. | |

SURPLUS.

| | | |
|--|------|-------|
| 1. Surplus at the commencement of the year..... | None | ..... |
| 2. Surplus at the close of the year..... | None | ..... |
| 3. The amount invested in railroad stocks..... | None | ..... |
| 4. Give the name of each road, and the number of shares owned in each of them, and the par value of shares..... | None | ..... |
| | | |
| | | |
| | | |
| | | |
| | | |
| 5. The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road, the amount invested in the bonds of each..... | None | ..... |
| | | |
| | | |
| | | |
| | | |
| | | |
| 6. The amount of its own stock or bonds owned by the company... | None | ..... |
| 7. Amount absorbed in construction..... | None | ..... |
| 8. Amount in material and balances from other roads..... | None | ..... |

NOTE—The object of the above inquiries is to ascertain the exact condition of the reported surplus. If the questions are not broad enough to cover the subject, the officers making the report will confer a favor by supplying the information necessary to give it. If surplus has been divided by an increase of stock, the reason therefor.

TABLE A.

UNITED STATES GOVERNMENT BONDS ISSUED TO THE COMPANY.

| CHARACTER OF | DATE OF | DUE. | AMOUNT. | RATE OF INTEREST. | CASH REALIZED. | REMARKS. |
|--------------|---------|------|---------|-------------------|----------------|----------|
| | | | None. | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

TABLE B.

AIDS OR GRANTS IN BONDS OR MONEY FROM STATE, COUNTIES, TOWNS, CORPORATIONS OR INDIVIDUALS.

| CHARACTER OF | AMOUNT. | CASH REALIZED | REFUNDED. | REMARKS. |
|--------------|---------|---------------|-----------|----------|
| | None. | | | |
| | | | | |
| | | | | |
| | | | | |

TABLE C.

LANDS OR PROPERTY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS OR INDIVIDUALS FOR RIGHT OF WAY, STATIONS, SHOPS, STOREHOUSES, ETC., ON LINES IN COLORADO.

| BY WHOM DONATED | WHAT PURPOSE. | NUMBER OF ACRES. | ESTIMATED VALUE. | LOCATION. | REMARKS. |
|-----------------|---------------|------------------|------------------|-----------|----------|
| | None. | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

GENERAL BALANCE SHEET,

AT THE CLOSE OF ACCOUNTS, JUNE 30, 1885.

| ASSETS | AMOUNT. | LIABILITIES | AMOUNT. |
|----------------------------|-----------------|-----------------------|-----------------|
| Construction and equipment | \$ 8,166,707 81 | Capital stock | \$ 4,026,000 00 |
| | | Funded debt..... | 4,026,000 00 |
| | | Sundry accounts | 114,707 81 |
| Total..... | \$ 8,166,707 81 | Total..... | \$ 8,166,707 81 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS.

| STATIONS. | Agricultural products. Tons. | Products of mines Tons. | Products of forests. Tons. | Live stock. Tons | Merchandise & Miscella- neous. Tons |
|-------------------|------------------------------------|-------------------------------|----------------------------------|---------------------|---|
| Laird ..... | ..... | ..... | ..... | 20 | ..... |
| Wray ..... | ..... | ..... | ..... | ..... | 67 |
| Robb ..... | ..... | ..... | ..... | ..... | ..... |
| Eckley ..... | ..... | ..... | ..... | ..... | 24 |
| Yuma..... | ..... | ..... | ..... | ..... | ..... |
| Hyde | 8 | ..... | ..... | ..... | 3 |
| Otis..... | ..... | ..... | ..... | ..... | 2 |
| Akron..... | ..... | ..... | ..... | 10 | 91 |
| Pinneo ..... | ..... | ..... | ..... | ..... | 10 |
| Brush | 146 | ..... | ..... | 4,530 | 32 |
| Fort Morgan | 5 | ..... | 28 | ..... | 10 |
| Corona..... | 21 | ..... | ..... | 70 | 10 |
| Dixon..... | ..... | ..... | ..... | ..... | ..... |
| Roggen | 460 | ..... | ..... | ..... | 8 |
| Keene ..... | ..... | ..... | ..... | ..... | ..... |
| Hudson | 28 | ..... | ..... | 60 | 7 |
| Barr ..... | ..... | ..... | ..... | ..... | ..... |
| Derby ..... | ..... | ..... | ..... | ..... | ..... |
| Denver..... | 4,144 | 59,799 | 1,207 | 270 | 10,153 |
| Total..... | 4,812 | 59,799 | 1,235 | 4,960 | 10,417 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES RECEIVED AT STATIONS, YEAR ENDING JUNE 30, 1885.

| STATIONS. | AGRICUL- TURAL PRODUCTS. TONS. | PRODUCTS OF MINES. TONS. | PRODUCTS OF FORESTS. TONS. | LIVE STOCK TONS. | MERCHAN- DISE AND MISCELLA- NEOUS. TONS. |
|------------------|---|--------------------------------|-------------------------------------|------------------------|--|
| Laird | 15 | ..... | ..... | ..... | ..... |
| Wray..... | 30 | ..... | 13 | 50 | 39 |
| Robb..... | ..... | ..... | ..... | ..... | ..... |
| Eckley..... | ..... | ..... | ..... | ..... | 9 |
| Yuma..... | ..... | ..... | ..... | ..... | 6 |
| Hyde..... | ..... | 15 | ..... | ..... | 8 |
| Otis..... | ..... | 13 | ..... | ..... | 11 |
| Akron..... | 28 | 11 | 22 | 10 | 68 |
| Pinneo..... | ..... | 14 | 10 | 20 | 24 |
| Brush..... | 59 | 85 | 284 | 370 | 228 |
| Fort Morgan..... | 30 | 40 | 491 | ..... | 188 |
| Corona..... | 26 | ..... | 126 | ..... | 108 |
| Dixon..... | ..... | ..... | ..... | ..... | 4 |
| Roggen..... | 30 | 15 | 201 | 120 | 211 |
| Keene..... | ..... | ..... | ..... | ..... | 10 |
| Hudson..... | 66 | ..... | 25 | ..... | 206 |
| Barr..... | ..... | ..... | 81 | 40 | 102 |
| Derby..... | ..... | ..... | ..... | 30 | 11 |
| Denver..... | 12,843 | 70 | 3,101 | 3,530 | 31,883 |
| Totals..... | 13,127 | 263 | 4,354 | 4,170 | 33,166 |

BUSINESS AND RECEIPTS.

| STATIONS. | FREIGHT | | | PASSENGERS. | | | |
|-------------------|-------------------------|------------------------|---------------|--------------|---------|---------------|-------------------|
| | Tons for- warded. | Tons re- ceived. | Revenue. | No. from. | No. to. | Revenue. | Total revenue. |
| Laird | 20 | 15 | \$ 1 38 | 2 | 6 | \$ 9 95 | \$ 11 33 |
| Wray | 67 | 132 | 188 64 | 416 | 193 | 362 69 | 550 33 |
| Robb ..... | ..... | ..... | 20 26 | 2 | 6 | 3 36 | 16 90 |
| Eckley | 24 | 9 | 56 22 | 46 | 46 | 108 24 | 164 46 |
| Yuma ..... | ..... | 6 | 1 12 | 3 | 21 | 25 24 | 26 36 |
| Hyde | 11 | 23 | 47 10 | 244 | 32 | 278 27 | 325 37 |
| Otis | 2 | 24 | 7 91 | 40 | 50 | 115 84 | 123 75 |
| Akron | 101 | 139 | 322 57 | 245 | 238 | 1,254 61 | 1,577 18 |
| Pinneo | 10 | 68 | 76 75 | 65 | 59 | 176 80 | 253 55 |
| Brush | 4,708 | 1,026 | 10,957 12 | 433 | 529 | 1,693 84 | 12,650 96 |
| Fort Morgan | 43 | 749 | 738 77 | 444 | 425 | 1,275 15 | 2,013 92 |
| Corona | 101 | 260 | 381 91 | 560 | 279 | 890 03 | 1,271 94 |
| Dixon ..... | ..... | 4 | ..... | 3 | 1 | 8 70 | 8 70 |
| Roggen | 463 | 577 | 1,874 81 | 227 | 234 | 581 27 | 2,456 08 |
| Keene ..... | ..... | 10 | 10 | 3 | 10 | 1 70 | 1 80 |
| Hudson | 95 | 297 | 610 07 | 364 | 280 | 581 08 | 1,191 15 |
| Barr ..... | ..... | 223 | 70 02 | 147 | 173 | 250 23 | 300 25 |
| Derby ..... | ..... | 41 | 60 66 | 5 | 61 | 42 74 | 103 40 |
| Denver | 75,573 | 51,427 | 432,093 44 | 18,299 | 15,308 | 145,675 92 | 577,769 36 |
| Totals | 81,223 | 55,030 | \$ 447,468 33 | 21,557 | 17,951 | \$ 153,314 66 | \$ 600,782 99 |

Add for passengers on mileage tickets..... None

• Total revenue \$600,782 99

* REPORT OF ACCIDENTS FOR COLORADO
DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| Date. | Name and Occupation. | Place. | Cause of Accident. | Character of injury. |
|-------|----------------------|--------|--------------------|----------------------|
| ..... | None. | ..... | ..... | ..... |

INJURED.

| Date. | Name and Occupation | Place. | Cause of Accident. | Character of injury. |
|--------------|-----------------------------|--------------|------------------------|----------------------|
| July 1, 1884 | Michael O'Keefe, laborer .. | Near Derby. | Getting on cars..... | Back bruised |
| Sep. 3, 1884 | J. H. Moore, brakeman... | Corona | Fell from train..... | Foot injured. |
| Oct 17, 1884 | James Duff, laborer..... | Denver..... | Handling freight | Toe crushed. |
| Jan. 2, 1885 | C. G. Potter, fireman | Otis. | Coupling cars..... | Thumb hurt. |
| Feb 9, 1885 | Geo. Fullman, switchman.. | Denver..... | Coupling cars..... | Body squeezed. |
| Feb 21, 1885 | Hiram Plank, not employe | Denver..... | Trespassing on track | Bruised slightly |
| Feb 26, 1885 | G. W. Argur, conductor ... | Akron | Coupling cars..... | Finger bruised. |
| Apr. 8, 1885 | A. Haran, laborer..... | Denver..... | Handling freight | Hand bruised. |
| Apr 21, 1885 | A. Deeker, brakeman..... | Eckley..... | Coupling cars..... | Finger broken. |
| Apr 22, 1885 | Michael Ryan, laborer ... | Denver..... | Laying track..... | Finger bruised. |
| Jun 30, 1885 | M. Frothingham, wiper..... | Denver..... | Getting off engine.... | Wrist sprained. |

* In giving cause and responsibility for accidents, details are not required. Simply say "fell from train," "caught foot in frog," "highway collision," "coupling," "trespasser," or as the case may be, and add "purely accidental," "from lack of caution," or "carelessness," as the facts were. In case of inquest, report company responsible or not, according to verdict.

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|---------------------------------|------------------|----------|---------|------------------|----------|---------|
| | Passen- gers. | Employés | Others. | Passen- gers. | Employés | Others. |
| Derailment | | | | | | |
| Collisions | | | | | | |
| Caught in frog..... | | | | | | |
| Guard rails or switches... | | | | | | |
| Coupling cars..... | | | | | 4 | ..... |
| Falling from trains | | | | | 1 | ..... |
| Getting on and off trains | | | | | | |
| Highway crossings..... | | | | | | |
| Miscellaneous | | | | | 5 | ..... |
| Overhead obstructions... | | | | | | |
| Stealing rides | | | | | | |
| While intoxicated | | | | | | 1 |
| Trespassers on track..... | | | | | | |
| Total..... | | | | | 10 | 1 |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|---|-------|
| Number of persons killed during the year ..... | ..... |
| Number of persons injured during the year | 11 |
| Number of casualties purely accidental during the entire year | 10 |
| Number resulting from lack of caution, carelessness or misconduct | 1 |
| Number of persons killed while intoxicated ..... | ..... |
| Number of persons injured while intoxicated ..... | ..... |
| Number of trespassers on track killed..... | ..... |
| Number of trespassers on track injured..... | 1 |
| Number of tramps, or others stealing rides, killed or injured..... | ..... |
| suicides in Colorado..... | ..... |

TRAIN ACCIDENTS IN COLORADO.

• FOR THE YEAR EMBRACED IN THIS REPORT.

Whether attended by injury to person or not ; give date and place of accident ; if passenger or freight train ; nature and cause ; particulars and extent of injury to train ; number killed and number injured.

| DATE. | TRAIN. | PARTICULARS | AMOUNT OF DAMAGE. |
|----------------|---------------|---|-------------------|
| Aug. 13, 1884. | Passenger.... | Striking steer $1\frac{1}{2}$ miles east of Roggen ; engine 104 damaged ; no personal injury..... | \$ 20 00 |
| Aug. 16, 1884. | Passenger.... | Collision between trains 1 and 2 at Laird, damage to engine and car ; no personal injury..... | 1,575 00 |
| Aug. 21, 1884. | Passenger .. | Jumping switch in Denver yard, damaged sleeper and coach ; no personal injury.. | 5 00 |
| Dec. 30, 1884. | Light engine | Spout of water-tank striking engine cab at Akron, damage to engine ; no personal inj'y.. | 15 00 |
| Dec. 31, 1884. | Passenger.... | Stock on track ; coach damaged ; no personal injury..... | 55 00 |
| Jan. 25, 1885. | Passenger.... | Jumping track in Denver yard ; sleeper and coach damaged ; no personal injury..... | 13 50 |
| Feb. 8, 1885. | Passenger.... | Jumping track in Denver yard ; sleeper damaged ; no personal injury..... | 10 00 |
| Mch. 1, 1885 | Passenger.... | Bell-cord being pulled through car ; sleeper damaged ; no personal injury | 7 35 |
| Mch. 4, 1885. | Freight..... | Rough switching in Denver yard ; two freight cars damaged ; no personal injury..... | 15 50 |
| Mch. 27, 1885. | Freight. | Truck of freight car breaking down, near Denver ; two freight cars damaged ; no per'l inj'y | 114 00 |
| Apr. 5, 1885. | Passenger ... | Broken bolt in engine near Roggen ; engine damaged ; no personal injury | 10 00 |
| Apr. 27, 1885 | Freight .. | Broken valve yoke near Otis ; engine damaged ; no personal injury | 0 00 |
| May 31, 1885. | Freight | Broken piston-rod, Akron ; engine damaged ; no personal injury | 10 00 |

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

1. What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Answer. Wells, Fargo & Co., under a contract covering the whole of the Chicago, Burlington and Quincy lines west of the Missouri River. The railroad company furnishes cars or room in cars on its passenger trains for all express matter that may be offered by the express company. The express company makes its own rates. They do the ordinary express business. We take their freights at our depots on board cars.

SLEEPING CARS.

2. Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Answer. Pullman sleeping cars run on this road, and are owned by the Pullman Palace Car Company. It makes its own tariffs and receives the earnings. The railroad company maintains and repairs the cars, and the Pullman company maintains the sleeping apparatus and furniture.

3. What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

UNITED STATES MAIL.

4. What is the compensation paid you by the United States government for the transportation of its mails on your road in Colorado, and on what terms of service?

Answer. \$132 53 per mile per annum on the usual terms prescribed by the post-office department.

5. What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado?

Answer. \$360 per annum.

TELEGRAPH.

6. How many miles of telegraph are owned by your company in Colorado?

Answer. 174.89.

7. What other companies, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own?

Answer. None.

LANDS—CONGRESSIONAL GRANT.

- | | | |
|---|---|-------|
| 1. State the number of acres of land your company has already received from the Congressional grants..... | } | None. |
| 2. State the number of acres yet to inure to your company from Congressional grants..... | | |
| 3. State the average price at which these lands have been sold or contracted by the company..... | | |
| 4. State the number of acres sold..... | | |
| 5. State the amount received from sales..... | | |
| 6. State the amount unpaid on outstanding contracts..... | | |
| 7. State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1885 | | |
| 8. State the amount expended in sale and management of lands..... | | |
| 9. State the amount of taxes paid on lands..... | | |
| 10. State the amount realized from the sale of lands above the expenses incurred in the management and taxes..... | | |
| 11. Date of original charter of the road and that of any road consolidated with it, and the names of the companies? | | |

Answer. September 5, 1881.

12. Date of foreclosure and sale under which road and each branch is now held, and terms and amount of each sale?

Answer. None.

13. Rates and dates of all cash dividends on stock of original and consolidated companies?

Answer. None.

14. Date when main line (giving termini and length) was put in operation?

Answer. From Nebraska State line to Denver, Colorado, July 2, 1882.

15. Date of the commencement of operating of each branch line, giving termini and length?

Answer. No branches.

16. Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors, and terms of lease?

Answer. None.

17. What operating arrangements have you with other railroad companies, setting forth the contracts for the same?

Answer. This road, including its depot grounds and depots, franchises and all other property in use or connected therewith and that may hereafter be acquired for the use of this road, is leased to the Republican Valley Railroad Company until the expiration of the time for which this Company (the Burlington and Colorado) is incorporated. The assets of the Republican Valley Company, including this lease, are owned by the Chicago, Burlington and Quincy Railroad Company. The accounts are so kept that the business done upon the Burlington and Colorado road can be accurately shown without reference to the business done upon the rest of the Chicago, Burlington and Quincy system.

18. What agreement, contract or understanding exists between your company and any other regarding the exclusive occupation of territory?

Answer. None.

19. Are the bridges and trestles provided with guard rails?

Answer. One only, at Cherry Creek, near Denver.

20. Do all the bridges and trestles receive stated examinations?

Answer. Yes.

21. How often?

Answer. Every six months.

By whom?

Answer. Superintendent of bridges.

22. Average number of cars in passenger train in Colorado.

Answer. 4.36.

23. Average number of cars in freight train in Colorado.

Answer. 25.

| | |
|---|--------|
| 24. Cost per mile of moving average passenger train..... | \$ 76 |
| 25. Cost per mile of moving average freight train | 1 11 |
| 26. Cost of all snow sheds and fences | 556 37 |
| 27. Cost of snow sheds and fences built during the year..... | 263 84 |
| 28. Cost of repairs of snow sheds and fences during the year | 716 97 |
| 29. Cost of removing snow and ice from the track during the year | 292 59 |
| 30. Aggregate yearly salary paid general officers | |

31. Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

Answer. The use of spirituous liquors is strictly prohibited.

32. What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals?

Answer. We have none.

33. By whom is the examination made?

34. How often?

35. Have you in use any cars provided with an automatic coupler?

Answer. No.

36. Has your company in contemplation the adoption of any kind of automatic coupler?

Answer. No.

37. What coal mines do you own and work, and where located?

Answer. None.

38. What stone quarries do you own and operate, and where located?

Answer. None.

39. Are you in any manner interested in either coal mines or stone quarries, other than as above specified?

Answer. No.

40. If so, state fully their name, locality and extent of your interest.

STATE OF NEBRASKA,)
COUNTY OF DOUGLAS,) ss.

Charles D. Dorman, Auditor of the Chicago, Burlington and Quincy Railroad Company's system west of the Missouri river, and of the Burlington and Colorado Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

Signed,

C. D. DORMAN,

[L. S.]
OF R. R.

Auditor.

Subscribed and sworn to before me, this seventeenth day of November, A. D. 1885.

A. MONTMORENCY,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads, this twenty-first day of November, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Atchison, Topeka and Santa Fe Railroad Co., and Leased Lines,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|---------------------------------|-------------------------|-----------------------------|
| President | W. B. Strong..... | Boston, Mass |
| Secretary and Treasurer..... | E. Wilder..... |Topeka, Kansas |
| Asst. Sec. and Asst. Treas..... | George L. Goodwin..... |Boston, Mass |
| Gen. Man. and Chief Eng'nr.. | A. A. Robinson..... |Topeka, Kansas |
| Assistant General Manager..... | G. B. Harris |Topeka, Kansas |
| Comptroller and Gen. Auditor.. | J. P. Whitehead..... |Boston, Mass |
| Division Superintendents | D. J. Chase |Topeka, Kansas |
| | H. R. Nickerson |Newton, Kansas |
| | C. M. Rathburn |La Junta, Colorado |
| | P. F. Barr..... | ...San Marcial, New Mexico |
| | Charles Dyer..... |Las Vegas, New Mexico |
| Traffic Manager | J. F. Goddard |Topeka, Kansas |
| Superintendent of Telegraph... | R. B. Gemmel..... |Topeka, Kansas |
| Auditor | H. C. Clements..... |Topeka, Kansas |
| Gen. Pass. and Ticket Agent... | W. F. White |Topeka, Kansas |
| General Freight Agent | J. S. Leeds..... |Topeka, Kansas |
| General Counsel..... | George W. McCrary | Kansas City, Missouri |
| General Attorney..... | James Hagerman..... |Topeka, Kansas |
| Land Commissioner | A. S. Johnson |Topeka, Kansas |

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS |
|-----------------------|-----------------------|----------------------|-----------------------|
| B. P. Cheney..... | Boston, Mass..... | George O. Shattuck.. |Boston, Mass |
| W. B. Strong | Boston, Mass. | W. F. Wharton..... |Boston, Mass |
| I. T. Burr..... | Boston, Mass..... | S. A. Vient..... |Chicago, Illinois |
| C. R. Codman..... | Barnstable, Mass..... | C. N. Holliday.. |Topeka, Kansas |
| A. W. Nickerson | Boston, Mass | E. B. Purcell..... | Manhattan, Kansas |
| Warren Sawyer..... | Boston, Mass..... | L. Severy | ...Emporia, Kansas |
| Alden Speare..... | Boston, Mass..... | ..... | ..... |

Executive Committee—W. B. Strong, I. T. Burr, B. P. Cheney, C. R. Codman, A. W. Nickerson, Warren Sawyer, Alden Speare, G. O. Shattuck, W. F. Wharton.

Date of annual election of Directors—April 16, 1885.

Location of general offices—Topeka, Kansas.

Name and address of person to whom correspondence concerning this report should be directed: "A. A. Robinson, General Manager, Topeka, Kansas."

CAPITAL STOCK.

| | |
|--|------------------|
| Amount authorized by articles of association | \$ 68,000,000 00 |
| Stock subscribed by individuals or corporations in cash. } | 24,062,650 00 |
| Stock issued for account of construction | |
| Stock issued for bonds of company, cancelled | 3,391,500 00 |
| Stock issued for dividends payable in stock..... | 18,077,200 00 |
| Stock issued to represent purchased lines, and in exchange for stock of other companies..... | 11,381,900 00 |
| Total common stock issued | \$ 56,913,250 00 |
| Amount of preferred stock..... | None. |
| Am't of stock issued during last year and on what acc't was incr'se made | None. |
| Proportion of stock for Colorado..... | 5,616,200 00 |
| Amount of stock representing the road in Colorado..... | 5,616,200 00 |
| Amount of stock held in Colorado..... | 300 00 |
| Number of stockholders in Colorado..... | 3 |

BONDED DEBT.

| DIRECT LIABILITIES Of the Atchison, Topeka and Santa Fe Railroad Company. | When pay- able. | AMOUNT OF BONDS. | | |
|--|--------------------|--------------------|---------------|-------|
| | | Authorized. | Outstanding | Rate. |
| First mortgage bonds..... | July 1, 1892 | \$ 15,000 per mile | \$ 7,041,000 | 7 |
| Consolidated mortgage bonds..... | April 1, 1903 | 7,500 per mile | 108,500 | 7 |
| Five per cent. bonds*..... | April 1, 1909 | 1,185,000 | 1,053,000 | 5 |
| Sinking fund five per cent. bonds..... | Sept. 1, 1920 | 3,775,000 | 3,594,000 | 5 |
| Four-and-a-half per c't. sink fund bonds* Oct. 1, 1920 | | 5,500,000 | 4,841,000 | 4½ |
| Six per cent. sinking fund secured bonds* Dec. 1, 1911 | | 12,000,000 | 12,135,000 | 6 |
| Land grant mortg'c bonds (principal and interest payable from land receipts), Oct. 1, 1908 | | 7,500 per mile | 2,526,000 | 7 |
| Total | | | \$ 31,295,500 | |

*NOTE—Bonds marked * are secured by mortgage bonds of leased and auxiliary roads.

BONDED DEBT.—*Continued.*

| CONTINGENT LIABILITIES On roads operated as a part of the Atchison system. Bonds of leased roads (exclusive of those held by the Atchison company in its treasury) on which interest is payable by the Atchison company as and for rental. | When payable. | AMOUNT OF BONDS. | | Rate. |
|---|---------------|-------------------|-----------------|-------|
| | | Authorized. | Outstanding. | |
| Cowley, Sum. & Ft. S. R. R. Co. 1st mort. | Oct. 1, 1909 | \$ 8,000 per mile | \$ 798,000 00 | 7 |
| Flor., El. & Wal Val'y R. R. Co. 1st mort. | Aug. 1, 1907 | 10,000 per mile | 310,000 00 | 7 |
| K. C., Emp. & S. R. R. Co. 1st mort'ge | July 1, 1909 | 8,000 per mile | 532,000 00 | 7 |
| K. C., Topeka & W. R. R. Co. 1st mort. | July 1, 1905 | 13,000 per mile | 854,000 00 | 7 |
| K. C., T. & W. R. R. Co. income bonds | Mch. 1, 1906 | 4,600 per mile | 200,000 00 | 7 |
| Marion & McPh. R. R. Co. 1st mortgage | Oct. 1, 1909 | 7,000 per mile | 713,000 00 | 7 |
| N. M. & S. Pac. R. R. Co. 1st mortgage | Apr. 1, 1909 | 15,000 per mile | 4,425,000 00 | 7 |
| Pueblo & Arkansas Valley R. R. Co. first mortgage (dated Nov. 1, 1875) | July 1, 1905 | 14,000 per mile | 1,633,000 00 | 7 |
| Pueblo & Arkansas Valley R. R. Co. first mortgage (dated Oct. 1, 1878.) | July 1, 1905 | 14,000 per mile | 1,942,000 00 | 7 |
| Wichita & Southwestern R. R. Co. first mortgage | July 1, 1902 | 15,000 per mile | 412,000 00 | 7 |
| Total contingent liabilities | | | \$11,819,000 00 | |
| Total direct liabilities | | | 31,298,500 00 | |
| Total bonded debt | | | \$43,117,500 00 | |

Amount of bonds issued during last year and on what account was increase made? \$2,500,000 00

Answer—Made to repay the Atchison Company for its advance to auxiliary companies for construction and permanent improvements

Amount of bonded debt per mile of road (1,955 54-100 miles) 27,048 90

FLOATING DEBT.

| | |
|--|-----------------|
| Amount of debt not secured by mortgage | None |
| Proportion of debt bonded and floating for Colorado | \$ 4,954,540 01 |
| Total amount of paid-up stock and debt | 100,030,750 00 |
| Amount of stock and debt per mile of road, covering all the roads jointly and wholly owned or controlled by the Atchison Company | 32,001 00 |

COST OF ROAD.

| | |
|--|------------------|
| Construction, including right-of-way and real estate of entire line in Kansas, Colorado, New Mexico, Texas and Arizona, but not including the Sonora railway in Mexico, nor the Kansas roads operated separately, viz : The Southern Kansas Railway Company; the Leavenworth, Topeka and Southwestern Railway; the Manhattan, Alma and Burlingame Railway, and the Wichita and Western Railroad..... | \$ 84,577,870 93 |
| Cost of construction in Colorado..... | 10,150,624 41 |
| Average cost of road per mile (1,955 54-100 miles)..... | 43,250 39 |

COST OF EQUIPMENT.

| | |
|--|------------------|
| The equipment applies to 1,955 54-100 miles of road. | |
| Total cost of equipment..... | \$ 10,312,044 47 |
| Average cost of equipment per mile of road operated..... | 5,273 25 |

PROPERTY ACCOUNTS.

| CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR. | AMOUNT. |
|--|---------------|
| Grading | \$ 12,327 63 |
| Bridging and masonry..... | 73,957 13 |
| Superstructure, including rails..... | 47,517 60 |
| Land, land damages and fences..... | 14,187 26 |
| Passenger and freight stations, coal sheds and water stations..... | 71,030 31 |
| Engine houses, car sheds and turn tables | 11,603 80 |
| Machine shops, including machinery and tools..... | 92,853 35 |
| Other buildings and structures | 172,345 70 |
| Telegraph | 1,472 24 |
| Total for construction | \$ 445,165 24 |

| EQUIPMENT. | NUMBER. | |
|---|---------|---------------|
| Locomotives, equipping with automatic air-brakes | | \$ 46,960 61 |
| Parlor, dining and sleeping cars ($\frac{1}{2}$ interest Pullman)..... | 4 | 50,216 78 |
| Freight and other cars..... | 81 | 41,659 95 |
| Freight and other cars (equipping with automatic air-brakes) | | 133,381 46 |
| Wrecking cars, pile-drivers and tools..... | 2 | 12,843 25 |
| Total for equipment | | \$ 485,068 05 |
| Net addition to property account for the year | | \$ 930,233 29 |

DESCRIPTION OF ROAD.

| | MILES. | |
|--|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Atchison, Kansas, to west line of Kansas..... | 470.58 | ..... |
| LEASED LINES. | | |
| From Kansas City, Missouri, to Topeka, Kansas..... | 66.25 | ..... |
| From Emporia, Kansas, to Howard City, Kansas | 76.16 | ..... |
| From Florence, Kansas, to Douglas, Kansas..... | 53.59 | ..... |
| From Florence, Kansas, to Ellinwood, Kansas | 98.61 | ..... |
| From Newton, Kansas, to Caldwell and Arkansas City, Kansas, and from Sedgwick to Halstead..... | 128.23 | ..... |
| From Kansas and Colorado State line to Rockvale, Colorado... | 185.74 | 185.74 |
| From La Junta, Colo., to Colorado and New Mexico boundary | 96.37 | 96.37 |
| From Colo. and New Mexico boundary to San Marcial, N. M.. | 353.97 | ..... |
| From Lamy, New Mexico, to Santa Fe, New Mexico..... | 18.13 | ..... |
| From Dillon Junction, New Mexico, to Blossburg, N. M..... | 5.93 | ..... |
| From Las Vegas, New Mexico, to Hot Springs, New Mexico.. | 6.34 | ..... |
| From Socorro, New Mexico, to Magdalena..... | 30.58 | ..... |
| From San Antonio, New Mexico, to Carthage, New Mexico.... | 9.63 | ..... |
| From Nutt, New Mexico, to Lake Valley, New Mexico..... | 13.31 | ..... |
| From San Marcial, New Mexico, to Deming, New Mexico | 129.04 | ..... |
| From Rincon, New Mexico, to N. M. and Texas boundary.... | 57.04 | ..... |
| From N. M. and Texas boundary to boundary between U. S. and Mexico | 20.15 | ..... |
| From Deming, New Mexico, to Silver City, New Mexico..... | 48.20 | ..... |
| Total length of main line and leased lines..... | 1,867.94 | 282.11 |
| Aggregate length of sidings and other track not above | 358.60 | 43.62 |
| Second track between Kansas City and Argentine..... | 4.10 | ..... |
| Aggregate length of track computed as single track, exclusive of sidings | 1,872.04 | 282.11 |
| Number of miles of iron rail..... | 561.89 | 116.57 |
| Number of miles of steel rail..... | 1,306.05 | 165.54 |
| {Weight per yard, steel, 52, 56, 61 lbs.} | | |
| {Weight per yard, iron, 48, 52 lbs. } | | |
| Gauge of track, 2,177.07 miles, 4 feet, 8½ in., 51.37 miles, 3 feet. | | |
| Number of miles of telegraph owned by this company | 1,772.83 | ..... |

DESCRIPTION OF ROAD.—*Continued.*

| | MILES. | |
|---|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Number of miles owned jointly with the Western Union Telegraph Company..... | 92.18 | 282.11 |
| Grade—maximum per mile, Kansas and Colorado State line to Pueblo, 42 2-10 feet. La Junta to Colorado and N. M. boundary, 184 8-10 feet. Longest maximum, Pueblo to Rockvale, 150 5-10 feet. | | |
| Curvature—shortest radius, 10 ⁰ 573 69-100 feet. | | |
| Aggregate length of all radii, 57 584-1000 miles. | | |
| Aggregate length of tangents, 224 521-1000 miles. | | |
| If any of the road was first opened for operation during the past year, state the date? <i>Answer</i> —January 1, 1885. | | |
| Total miles of road operated by this company..... | 1,867.94 | 282.11 |

STATIONS.

| | Entire Line. | In Colorado. |
|--|--------------|--------------|
| Number of stations on all roads owned and leased by this company | 267 | 34 |
| Number of stations on all roads operated by this company..... | 267 | 34 |
| Number of "common points"..... | 29 | 1 |
| Number of telegraph offices in stations..... | 152 | 16 |

EMPLOYÉS.

| | Entire Line. | In Colorado. | Average salary per annum. | Total salaries. |
|--|--------------|--------------|---------------------------|-----------------|
| Division and assistant superintendents | 5 | 1 | \$ 3,284 04 | \$ 16,420 20 |
| Road masters | 15 | 1 | 1,528 94 | 21,434 10 |
| Clerks in all offices | 807 | 5 | 815 78 | 658,334 46 |
| Master and assistant mechanics | 1,342 | 34 | 729 29 | 988,707 18 |
| Helpers in shops | 534 | 43 | 507 90 | 270,770 04 |
| Train dispatchers | 26 | 4 | 1,230 25 | 31,981 30 |
| Conductors | 171 | 34 | 970 90 | 63,933 90 |
| Engineers | 251 | 33 | 1,332 25 | 324,394 75 |

EMPLOYÉS.—*Continued.*

| | Entire Line. | In Colorado | Average sal- ary per an- num. | Total salaries. |
|---|-----------------|----------------|-------------------------------------|--------------------|
| Firemen and wipers | 507 | 69 | 664 30 | 336,800 10 |
| Brakemen | 337 | 70 | 667 95 | 225,009 15 |
| Baggagemen..... | 52 | 5 | 557 14 | 28,971 28 |
| Flagmen, switch tenders, gate keepers and watchmen | 211 | 12 | 647 91 | 136,709 01 |
| Station agents | 143 | 8 | 708 10 | 101,258 30 |
| Telegraph operators | 140 | 19 | 642 40 | 89,936 00 |
| Section foremen | 40 | 48 | 731 82 | 264,918 84 |
| Section laborers | 1,876 | 263 | 416 29 | 780,960 04 |
| Other employés | 1,159 | 154 | 488 28 | 565,916 52 |
| Total number of persons regularly em- ployed | 7,938 | 783 | ..... | ..... |
| Total amount paid employes ..... | ..... | ..... | ..... | \$ 4,011,455 17 |

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|------------------------------|-----|----------------------|
| Wooden truss bridges | 7 | 790 feet. |
| Combination bridges | 1 | 88 feet. |
| Iron bridges | 3 | 362 feet. |
| Wooden trestle in pile | 424 | 24,411 feet. |
| Iron trestle..... | 3 | 450 feet. |
| BOX CULVERTS IN COLORADO. | | |
| Timber and stone..... | 2 | 16 feet. |

CATTLE GUARDS.

| | |
|--|-----------------------------|
| Number in Colorado | No record of cattle guards. |
| Renewal of bridges and culverts in Colorado—Only general repairs, except iron bridges as given below. | |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) No record. | |
| Amount of trestle work replaced with earth during the year (lineal feet) | None. |
| Timber culverts replaced with stone | None. |
| Timber culverts replaced with sewer pipe | None. |
| Timber culverts replaced with timber | None. |

BRIDGES BUILT WITHIN THE YEAR IN COLORADO.

| LOCATION. | KIND. | MATERIAL. | WHEN BUILT. | LENGTH IN FEET. |
|--|-------|-----------|-------------|-----------------|
| Between Mile Posts 640 and 641..... | Pile. | Wood. | 1884 | 75 |
| Between Mile Posts 640 and 641..... | Pile. | Wood. | 1884 | 30 |
| Between Mile Posts 638 and 639 | Pile. | Wood. | 1884 | 125 |
| Between Mile Posts 600 and 601..... | Pile. | Wood. | 1884 | 30 |
| * Between Mile Posts 617 and 1,929 | Iron. | Iron. | 1884 | 164 |

* Replacing 173 feet pile bridge

Give the average number of years that trestle and pile bridges last on your road in Colorado..... 8 to 10.
Give the average number of years that wooden truss bridges last on your road in Colorado 10 to 12.

ROAD-BED AND TRACK IN COLORADO

| | |
|---|--|
| Number of track sections | 45 |
| Average length of sections..... | 6 $\frac{1}{2}$ miles |
| Average number of men in each section gang..... | 4 $\frac{1}{2}$ |
| Average number of ties per mile of road | 3,000 |
| Number of new ties laid in track during the year | 66,472 |
| Average number of new ties per mile of road | 235 |
| New rails laid in track during the year—steel—[2,004 518-2240 tons] miles | 20.91 |
| Total track laid with new rail during the year, miles..... | 20.91 |
| Average life of iron rails on main line..... | About 8 years |
| Average life of iron rails on branches | No branches |
| Average life of steel rails on main line | Have not had steel in long enough to wear it out |
| Average life of ties | Pine ties about 4 years, oak ties about 8 years |
| Average life of joint fastenings..... | 8 to 10 years according to location |
| Average life of frogs..... | 8 to 10 years, according to location |

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality :
Denver and Rio Grande at Pueblo.
Denver and Rio Grande at mile post 645.
Denver and Rio Grande at 3 6 miles east of Trinidad.
Denver and New Orleans at Pueblo

What railroads cross your road, either over or under, and at what locality :
Denver and Rio Grande, under, near mile posts 635 and 652.

| | |
|---|------|
| Number of highway crossings at grade..... | 76 |
| Number of highway crossings at which there are flagmen..... | 1 |
| Number of highway crossings over railroad | 1 |
| Number of highway crossings under railroad..... | None |
| Number of highway bridges eighteen feet above track | None |
| Number of highway bridges less than eighteen feet above track | None |

FENCING IN COLORADO.

| | |
|---|----------------------|
| How many miles of your road in Colorado are fenced..... | 46 track miles |
| What is the average cost per rod. | \$1.06 per track rod |
| What is the total cost of the same | \$45,176 |
| How many miles of new fencing have you built during the year..... | 1 $\frac{1}{2}$ |

ROLLING STOCK.

| | LEASED | OWNED. | TOTAL. | AVERAGE LIFE IN YEARS. |
|--|-----------|--------|--------|------------------------------|
| Number of passenger locomotives..... | 4 | 90 | 94 | ..... |
| Number of switching locomotives..... | 3 | 22 | 25 | ..... |
| Number of freight locomotives..... | 40 | 181 | 221 | ..... |
| Number of miscellaneous locomotives..... | 6 | 6 | 12 | ..... |
| Number of passenger cars..... | 14 | 137 | 151 | 8 |
| Number of baggage, mail and express cars | 8 | 60 | 68 | 8 |
| Number of sleeping and buffet cars (one-half interest) ..... | ..... | ..... | 30 | 8 |
| Number of box freight cars... .. | 821 | 3,609 | 4,430 | 8 |
| Number of stock cars..... | 100 | 847 | 947 | 8 |
| Number of platform and coal cars..... | 784 | 1,815 | 2,599 | 8 |
| Number of other cars | 594 | 1,105 | 1,699 | 8 |
| Total number of cars..... | ..... | ..... | 9,924 | ..... |
| Maximum weight of locomotives and tenders..... | | | | 55 tons |
| Average weight of locomotives and tenders | | | | 40 tons |
| Number of locomotives equipped with train brake..... | | | | 218 |
| Kind of brake | Automatic |  |  | ..... |
| Maximum weight of passenger cars..... | | | | 28½ tons |
| Average weight of passenger cars..... | | | | 24 tons |
| Number of cars equipped with air brake | | | | 6,636 |
| Kind of brake | Automatic |  |  | ..... |
| Number of passenger cars equipped with Miller platform and buffer | | | | 150 |
| Leased to Southern Kansas Railway, 10 engines, one pay car, 100 box cars, 150 coal cars, included in figures given above ..... |  |  |  | ..... |
| The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight: Weight of engine..... | | | | tons |
| Answer—The number of tons varies so on the different divisions and on account of state of weather, etc., that cannot give the average with any degree of accuracy..... |  |  |  | ..... |

MILEAGE, TRAFFIC, ETC.

| | |
|--|-----------|
| Miles run by passenger trains during the year..... | 2,272,379 |
| Miles run by freight and mixed trains during the year..... | 3,846,008 |
| Miles run by switching trains during the year | 1,437,042 |
| Total train mileage..... | 7,555,429 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|--------------|
| Average number of cars in passenger trains | 6 |
| Average weight of passenger trains, exclusive of passengers | 270,000 lbs. |
| Average number of cars in freight trains | 22 |
| Average weight of freight trains, exclusive of freight | 440,000 lbs. |

PASSENGER TRAFFIC.

| | |
|--|--------------|
| Number of through passengers carried..... | 31,991 |
| Number of local passengers carried..... | 1,096,470 |
| Number of passengers carried east and south | 544,394 |
| Number of passengers carried west and north | 584,076 |
| Total number of passengers carried | 1,128,470 |
| Total passenger mileage or passengers carried one mile | 115,604,927 |
| Average distance traveled by each passenger | 102.44 miles |
| Average amount received from each passenger | \$ 2.60 |
| Average rate of fare per mile for all passengers | 2.6032 cts. |
| *Average cost per mile per passenger..... | ..... |
| *Average cost per mile per passenger in Colorado..... | ..... |

*The expense being too great to warrant keeping the statistics necessary to show this information, a reply would be little more than a guess.

FREIGHT TRAFFIC.

| | |
|--|-------------|
| Number of tons of through freight carried..... | 64,911 |
| Number of tons of local freight carried..... | 2,476,161.6 |
| Total tons of freight carried | 2,541,072.6 |
| Total mileage of through freight (tons carried one mile) | 52,254,217 |
| Total mileage of local freight (tons carried one mile) | 571,331,159 |
| Total freight mileage, or tons carried one mile..... | 623,585,376 |
| Average rate per ton per mile received for through freight | 1.561 cts. |
| Average rate per ton per mile received for local freight..... | 1.567 cts. |
| Average rate per ton per mile received for all freight..... | 1.566 cts. |
| *Average cost per ton per mile to move local freight ..... | ..... |
| *Average cost per ton per mile to move through freight..... | ..... |
| *Average cost per ton per mile to move all freight..... | ..... |

*The expense being too great to warrant keeping the statistics necessary to show this information a reply would be little more than a guess.

CAR MILEAGE.

| | |
|--|---------------|
| Number of miles run by loaded freight cars east and south..... | 25,496,147 |
| Number of miles run by loaded freight cars west and north | 31,111,506 |
| Number of miles run by empty freight cars east and south..... | 15,761,011 |
| Number of miles run by empty freight cars west and north..... | 9,692,234 |
| Total freight car mileage | 82,060,898 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south | 38.20 per ct. |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north | 23.75 per ct. |

SPEED OF TRAINS IN COLORADO.

| | |
|---|-------------------|
| Rate of speed of passenger trains, including stops, miles | 26½ per h'r. |
| Rate of speed of freight trains, including stops, miles..... | 12 to 15 per h'r. |

TONNAGE OF ARTICLES TRANSPORTED.

| | TONS. | PER CENT. |
|---|-------------|-----------|
| Grain | 392,121.9 | 15.432 |
| Flour..... | 55,529.8 | 2.186 |
| Animals | 231,680.2 | 9.115 |
| Other agricultural products | 23,153.5 | 0.911 |
| Iron, lead and mineral products | 133,043.8 | 5.236 |
| Lumber and forest products..... | 229,105.5 | 9.616 |
| Coal | 503,222.4 | 19.804 |
| Salt..... | 8,732 | 0.344 |
| Stone and brick | 99,331.4 | 3.999 |
| Manufactures—articles shipped from point of production..... | 56,081.4 | 2.207 |
| Merchandise and other articles not enumerated above | 809,070.7 | 31.840 |
| Total tons carried | 2,541,072.6 | 100 |

TONNAGE OF ARTICLES TRANSPORTED IN COLORADO. (LOCAL ONLY.)

| | TONS. | PER CENT. |
|--|------------------|------------|
| Grain | 406.4 | 0.401 |
| Flour | 941.7 | 0.931 |
| Animals | 914.2 | 0.903 |
| Other agricultural products | 1,180.7 | 1.167 |
| Iron, lead and mineral products | 20 | 0.019 |
| Lumber and forest products | 3,263 | 3.223 |
| Coal | 43,228.7 | 42.699 |
| Salt | 15 | 0.014 |
| Stone and brick | 1,043.2 | 1.031 |
| Manufactures—articles shipped from point of production | 71.5 | 0.071 |
| Merchandise and other articles not enumerated above | 50,154.5 | 49.541 |
| Total tons carried..... | 101,238.9 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|--|-----------------|-----------------|
| Earnings—Passenger—From local passengers | \$ 2,435,157.43 | ..... |
| From through passengers | 532,762.77 | ..... |
| From all passengers..... | | \$ 2,967,920.20 |
| From express and baggage..... | | 340,465.82 |
| From mails..... | | 271,262.82 |
| Total earnings passenger department..... | | \$ 3,579,948.84 |
| Total passenger earnings in Colorado. See note below. |  | ..... |
| Earnings per train mile (2,272,379 miles) | (\$1.58) | |
| Earnings per mile entire line | | \$ 1.216.36 |
| Earnings per mile in Colorado. NOTE—On account of the large expense which would have to be incurred the earnings and expenses are not separated as between the several States in which the Atchison, Topeka and Santa Fe Company operates its roads. If a separation was made on a basis of pro rate mileage, it could only be considered an arbitrary division. | | |
| Earnings—Freight—From local..... | \$ 8,953,072.10 | ..... |
| From through..... | 815,695.44 | ..... |
| Total earnings freight department | | \$ 9,768,767.54 |
| Total freight earnings in Colorado. See note, passenger earnings. | | |
| Earnings per train mile (3,846,008 miles) | \$ 2.54 | ..... |

ANALYSIS OF EARNINGS.—*Continued.*

| | |
|--|---------------|
| Earnings per mile entire line..... | 5,229 76 |
| Earnings per mile in Colorado. See note, passenger earnings for same. | |
| Earnings per mile in mails, express and other sources..... | 377 47 |
| Earnings per mile in mails, express and other sources in Colorado. See note, passenger earnings. | |
| Total tariff earnings for the year ending June 30, 1885..... | 12,736 087 74 |
| Total pool earnings for the year ending June 30, 1885..... None | |
| Total transportation earnings..... | 13,348,416 38 |
| Earnings per train mile run from all trains earning revenue (6,118,387 miles) | \$ 2 18 |
| Earnings per mile of road operated—average miles operated—(1,852.65 miles)..... | \$7,311 60 |
| Proportion of earnings for Colorado. See note, passenger earnings for Colorado. | |
| Car mileage (credit balance) | 83,775 62 |
| Earnings from all other sources (miscellaneous)..... | 121,183 08 |
| Total earnings from all sources | 13,553,895 08 |

Proportion of earnings for Colorado. See note, passenger earnings.
 Of the earnings of the entire line, what is the ratio of the passenger to the freight?
Answer. 1 as to 3 nearly.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS I—MAINTENANCE OF WAY AND BUILDINGS.

| | |
|--|-----------------|
| Repairs of road-bed and track..... | \$ 1,460,422 20 |
| Renewal of rails | 237,085 12 |
| [Number tons laid, steel, 5,553 $\frac{1}{2}$ $\frac{1}{10}$] | |
| Renewal of ties | 202,387 20 |
| [Number laid] | 460,876 |
| Repairs of bridges, including culverts and cattle guards | 190,055 48 |
| Repairs of fences, road crossings and signs..... | 24,991 00 |
| Repairs of buildings, stations and water tanks | 148,004 40 |
| Total..... | \$ 2,263,845 49 |

CLASS II—MAINTENANCE OF MOTIVE POWER AND CARS.

| | |
|--------------------------------|-----------------|
| Repairs of locomotives | \$ 411,004 84 |
| Repairs of passenger cars..... | 198,583 25 |
| Repairs of freight cars..... | 732,258 23 |
| Total..... | \$ 1,341,946 34 |

CLASS III—CONDUCTING TRANSPORTATION.

| | |
|--|-----------------|
| Fuel for locomotives..... | \$ 502,253 43 |
| Water supply | 79,328 71 |
| Oil and waste. | 53,917 00 |
| Locomotive service..... | 637,140 95 |
| Passenger train service..... | 153,952 29 |
| Passenger train supplies..... | 25,734 96 |
| Freight train service | 311,233 02 |
| Freight train supplies | 34,749 61 |
| Telegraph expenses (maintenance and operating) | 151,331 48 |
| Damage and loss of freight and baggage..... | 33,439 97 |
| Damages to property and cattle..... | 61,954 72 |
| Personal injuries | 45,152 74 |
| Agents and station service..... | 573,899 44 |
| Rentals | 7,237 30 |
| Traffic and division superintendence | 176,343 20 |
| Station supplies..... | 46,347 81 |
| Total | \$ 2,981,206 45 |

GENERAL EXPENSES AND TAXES

| | |
|--|------------------|
| Salaries of general officers and clerks..... | \$ 84,125 93 |
| Legal expenses..... | 101,407 94 |
| Insurance | 24,634 78 |
| Stationery and printing..... | 49,740 93 |
| Outside agencies and advertising..... | 217,160 61 |
| Contingencies (all other expenses)..... | 186,571 54 |
| Taxes in Colorado... (\$ 61,987 06) | Total taxes..... |
| Taxes in other States (260,198 91) | |
| Total | \$ 987,827 10 |

RECAPITULATION OF EXPENSES

| | |
|---|-----------------|
| Maintenance of way and buildings..... | \$ 2,263,845 49 |
| Maintenance of motive power and cars..... | 1,341,206 32 |
| Conducting transportation | 2,984,206 45 |
| General expenses, including taxes | 987,827 10 |
| Total operating expenses and taxes | \$ 7,577,085 34 |
| Operating expenses and taxes per mile of road operated (average miles operated, 1,852.65) | \$ 4,088 24 |
| Operating expenses and taxes per train mile for trains earning revenue, (6,118,387 miles) | 1 23 |
| Percentage of expenses to earnings,.....55.91 per cent. | ..... |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FRIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | INCREASE OR DECREASE. | NET EARNINGS. | PERCENTAGE. |
|-----------------------------------|------------------|-----------------|--------------------|------------------|-----------------------|-----------------|-------------|
| 1883. | | | | | | | |
| July..... | \$ 847,405 79 | \$ 262,932 34 | \$ 57,589 07 | \$ 1,167,927 20 | ..... | \$ 681,897 02 | 9.43 |
| August..... | 966,990 86 | 334,779 71 | 62,129 07 | 1,363,899 64 | ..... | 755,827 94 | 10.46 |
| September..... | 853,670 37 | 282,967 73 | 66,619 46 | 1,203,257 56 | ..... | 711,146 11 | 9.84 |
| October..... | 1,041,380 26 | 263,133 69 | 56,863 32 | 1,361,377 27 | ..... | 798,063 68 | 11.04 |
| November..... | 1,037,169 60 | 247,045 50 | 56,546 88 | 1,340,761 98 | ..... | 779,768 30 | 10.79 |
| December..... | 801,110 54 | 230,483 44 | 74,223 16 | 1,105,817 14 | ..... | 578,660 24 | 8.01 |
| 1884. | | | | | | | |
| January..... | 733,032 01 | 227,661 52 | 56,554 08 | 1,017,247 61 | ..... | 529,398 31 | 7.32 |
| February..... | 712,126 91 | 212,825 46 | 47,896 60 | 972,848 97 | ..... | 474,556 61 | 6.57 |
| March..... | 864,983 43 | 245,740 65 | 52,866 50 | 1,163,530 58 | ..... | 585,088 49 | 8.10 |
| April..... | 793,428 59 | 263,784 74 | 49,784 01 | 1,106,997 34 | ..... | 495,073 74 | 6.85 |
| May..... | 796,363 74 | 275,657 39 | 53,495 01 | 1,125,516 14 | ..... | 482,713 58 | 6.68 |
| June..... | 748,098 70 | 246,317 02 | 52,047 32 | 1,046,463 04 | ..... | 355,122 97 | 4.91 |
| Car mileage (credit balance)..... | 16,784 11 | 26,520 70 | ..... | 43,304 81 | ..... | ..... | ..... |
| Totals..... | \$ 10,212,584 91 | \$ 3,020,054 89 | \$ 686,554 48 | \$ 13,919,194 28 | ..... | \$ 7,227,256 99 | 100 |
| † Proportion for Colorado..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

| | | | | | | | |
|----------------------------------|-----------------|-----------------|---------------|------------------|--------------|-----------------|-------|
| July | \$ 785,236 70 | 231,564 45 | 56,630 78 | \$ 1,073,431 93 | — 303,008 76 | \$ 378,888 26 | 6 01 |
| August | 871,491 25 | 225,646 63 | 55,582 99 | 1,152,720 87 | — 256,065 43 | 499,762 51 | 7 93 |
| September | 952,753 52 | 266,851 34 | 55,818 99 | 1,275,423 85 | — 17,237 90 | 603,908 21 | 11 02 |
| October | 1,147,840 81 | 292,830 17 | 61,443 55 | 1,502,114 53 | + 96,419 66 | 894,483 34 | 14 20 |
| November | 954,454 66 | 235,282 17 | 58,005 57 | 1,247,742 40 | — 143,575 56 | 636,192 74 | 10 10 |
| December | 761,021 67 | 238,647 07 | 62,942 72 | 1,062,611 46 | — 115,452 57 | 463,207 67 | 7 35 |
| 1885. January | 688,744 77 | 208,861 49 | 55,093 35 | 953,599 61 | — 134,436 02 | 394,962 29 | 6 27 |
| February | 665,280 86 | 196,080 86 | 48,324 84 | 929,686 56 | — 112,971 05 | 361,585 56 | 5 74 |
| March | 831,933 25 | 246,317 26 | 59,248 32 | 1,137,498 83 | — 36,541 62 | 548,546 87 | 8 71 |
| April | 740,732 11 | 297,004 65 | 57,501 30 | 1,095,238 06 | — 20,224 67 | 474,843 07 | 7 54 |
| May | 662,600 99 | 290,590 55 | 59,158 07 | 1,012,349 61 | — 25,780 75 | 456,932 83 | 7 25 |
| June | 706,676 95 | 279,843 66 | 60,661 14 | 1,047,181 75 | + 141,553 39 | 496,676 36 | 7 88 |
| Car mileage credit balance | 38,859 59 | 45,136 03 | ..... | 83,996 62 | ..... | ..... | ..... |
| Totals | \$ 9,807,627 13 | \$ 3,154,656 33 | \$ 691,311 62 | \$ 13,553,595 08 | — 927,261 28 | \$ 6,399,995 71 | 100 |
| † Proportion for Colorado ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

†NOTE.—On account of the large expense which would have to be incurred, the earnings and expenses are not separated as between the several States in which the Atchison Company operates its roads, and if a separation were made on a basis of pro rate mileage, it could only be considered an arbitrary division.

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES-ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR - DECREASE. | EXCESS OF EX- PENSES. | PERCENTAGE. |
|----------------------------------|-------------------------------|-----------------|---------------|-----------------|---------------------------------|--------------------------|-------------|
| 1883 | | | | | | | |
| July..... | \$ 229,745 56 | \$ 206,472 18 | \$ 49,872 44 | \$ 486,090 18 | ..... | ..... | ..... |
| August..... | 229,913 94 | 228,890 15 | 49,197 61 | 508,171 70 | ..... | ..... | ..... |
| September..... | 226,409 33 | 211,839 32 | 53,862 80 | 492,111 45 | ..... | ..... | ..... |
| October..... | 221,033 02 | 284,993 96 | 57,491 61 | 563,518 59 | ..... | ..... | ..... |
| November..... | 239,439 89 | 274,189 68 | 47,424 11 | 561,053 68 | ..... | ..... | ..... |
| December..... | 194,278 19 | 271,261 58 | 61,617 13 | 527,156 90 | ..... | ..... | ..... |
| 1884 | | | | | | | |
| January..... | 226,383 60 | 214,943 24 | 46,522 46 | 487,849 30 | ..... | ..... | ..... |
| February..... | 221,044 70 | 233,484 29 | 43,763 37 | 498,292 36 | ..... | ..... | ..... |
| March..... | 230,616 15 | 296,736 42 | 51,089 52 | 578,442 09 | ..... | ..... | ..... |
| April..... | 228,298 58 | 318,572 00 | 65,033 02 | 611,903 60 | ..... | ..... | ..... |
| May..... | 230,196 72 | 357,444 17 | 55,161 67 | 642,802 56 | ..... | ..... | ..... |
| June..... | 218,368 68 | 400,154 10 | 72,817 29 | 691,340 07 | ..... | ..... | ..... |
| *Car mileage credit balance..... | 43,304 81 | ..... | ..... | 43,304 81 | ..... | ..... | ..... |
| Total..... | \$ 2,739,103 17 | \$ 3,298,981 09 | \$ 653,853 03 | \$ 6,691,937 29 | ..... | ..... | ..... |
| †Proportion for Colorado..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

| | | | | | | |
|-----------------------------------|-----------------|-----------------|---------------|-----------------|-----------------|-------|
| July | 237,173 07 | 393,400 92 | 61,663 68 | 694,543 67 | + 208,453 49 | ..... |
| August | 223,587 11 | 360,348 26 | 60,022 99 | 652,958 36 | + 144,886 66 | ..... |
| September | 227,722 20 | 302,985 10 | 50,808 34 | 581,515 64 | + 89,414 19 | ..... |
| October | 253,906 28 | 295,326 91 | 58,398 00 | 607,631 19 | + 44,112 60 | ..... |
| November | 258,942 91 | 306,689 14 | 45,917 61 | 611,549 66 | + 50,495 98 | ..... |
| December | 272,345 99 | 271,093 62 | 55,064 18 | 599,403 79 | + 72,246 89 | ..... |
| 1885 | | | | | | |
| January | 252,706 26 | 252,342 36 | 53,528 70 | 558,637 32 | + 70,788 02 | ..... |
| February | 240,774 37 | 254,265 94 | 53,060 69 | 548,101 00 | + 49,808 64 | ..... |
| March | 243,998 23 | 286,264 93 | 58,688 80 | 588,951 96 | + 10,509 87 | ..... |
| April | 240,202 60 | 322,448 82 | 57,737 57 | 620,388 99 | + 8,485 39 | ..... |
| May | 223,749 49 | 278,870 45 | 52,796 84 | 555,416 78 | -- 87,315 78 | ..... |
| June | 225,102 30 | 278,815 36 | 46,587 73 | 550,505 39 | -- 140,834 68 | ..... |
| *Car mileage credit balance | 83,995 62 | ..... | ..... | 83,995 62 | ..... | ..... |
| Total | \$ 2,984,206 43 | \$ 3,605,751 81 | \$ 663,641 13 | \$ 7,953,599 37 | + \$ 520,971 27 | ..... |
| † Proportion for Colorado ..... | ..... | ..... | ..... | ..... | ..... | ..... |

*In the railroad company's accounts, the credit balance of car mileage is deducted from the monthly operating expenses, and is so entered in this statement. In this report the car mileage credit is called for and stated as earnings, and it is therefore necessary to add the amount to the operating expenses to equal the amount shown on pages 184 and 185 of this report.

†On account of the large expense which would have to be incurred, the earnings and expenses are not separated as between the several states in which the Atchison Company operates its roads, and if a separation were made on a basis of pro rate mileage it could only be considered an arbitrary division.

GENERAL EXHIBIT.

| | | |
|---|--------------|------------------|
| Total earnings | | \$ 13,553,595 08 |
| Total expenses, including taxes | | 7,577,785 34 |
| Net earnings | | 5,975,809 74 |
| Rentals, specifying amount paid to each company : | | |
| Florence, Eldorado & Walnut Valley R. R. Co., 15 mos.. | \$ 27,125 00 | ..... |
| Kansas City, Emporia and Southern Railway Co | 37,240 00 | ..... |
| Kansas City, Topeka and Western Railroad Co..... | 73,780 00 | ..... |
| Leavenworth, Topeka and Southwestern Railway Co... | 27,600 00 | ..... |
| Marion and McPherson Railway Company..... | 49,910 00 | ..... |
| New Mexico and Southern Pacific R. R. Co..... | 309,750 00 | ..... |
| Pleasant Hill and De Soto R. R. Co., 3 months | 2,100 00 | ..... |
| Pueblo and Arkansas Valley Railroad Company | 250,250 00 | ..... |
| Wichita and Southwestern Railway Company..... | 28,840 00 | ..... |
| Cowley, Sumner and Fort Smith bonds..... | 55,860 00 | \$ 862,455 00 |
| Rental of rolling stock | | 25,500 00 |
| Pool balances paid other roads | | 241,676 53 |
| Sundries..... | | 13,993 83 |
| Interest on bonds of the Atchison Company's issue, exclusive of interest on the land grant bonds paid by the land grant trustees from land receipts | | 1,576,123 98 |
| Sinking Fund payments for bonds of the Atchison Company's issue..... | | 230,816 25 |
| Dividends declared.....[6 per cent.] | | 3,414,775 50 |

INCOME ACCOUNT.

| | | |
|---|--------------|-----------------|
| Income from earnings | | \$13,553,595 08 |
| Income from stock owned of connecting or other roads..... | | 210,000 00 |
| Track rentals..... | \$ 60,890 62 | ..... |
| Miscellaneous interest | 191,653 27 | ..... |
| Sundries | 35,817 76 | ..... |
| | | \$ 288,361 65 |
| Total income from all sources for the year..... | | \$14,051,956 73 |

GENERAL RECAPITULATION.

| | |
|--|-----------------|
| Total income | \$14,051,956 73 |
| Total operating expenses and taxes | 7,577,785 34 |
| Net income above operating expenses and taxes | 6,474,171 39 |
| Net income above operating expenses, taxes, interest and rental..... | \$ 3,523,605 80 |

GENERAL BALANCE SHEET,

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE ATCHISON, TOPEKA AND SANTA FÉ RAILROAD COMPANY, AND LEASED LINES.

| LIABILITIES. | AMOUNT. | ASSETS. | AMOUNT. |
|---|-------------------|---|-------------------|
| Capital stock and scrip | \$ 56,913,250 00 | Construction, equipment and rolling stock | \$ 38,135,451 76 |
| Bonds of the Atchison Co.'s issue | 31,298,500 00 | Property in auxiliary companies represented by their stocks and bonds held by the Atchison Co., as permanent investment. | 53,038,611 64 |
| Bonds of the auxiliary companies for which the Atchison Co. is contingently liable | 11,819,000 00 | Property in other companies represented by their first mortgage bonds, for which the Atchison Co. is contingently liable, now included in the liabilities.. | 14,810,000 00 |
| Scrip certificates unpaid..... | 708 75 | Other bonds and securities.. | 3,297,492 57 |
| Coupons payable, including those payable July 1, 1885 | 404,242 50 | Due from auxiliary companies, mostly for construction..... | 1,524,772 38 |
| Accrued interest to July 1, 1885, on roads the coupons of which are not due until subsequent months | 304,069 16 | United States Government.. | 275,494 31 |
| Dividends payable August 15, and balance former dividends unpaid..... | 869,854 00 | Atlantic & Pacific R. R. Co | 2,275,379 72 |
| Sundry book balances and suspended accounts..... | 737,907 25 | Accounts receivable | 1,798,907 12 |
| Insurance and renewal fund accounts | 644,050 68 | Cash on hand and deposited with banks..... | 1,204,969 20 |
| Land grant trustees | 2,036,154 09 | Materials and supplies on hand | 1,265,484 30 |
| Accounts payable and pay rolls including for June, payable in July | 1,605,594 62 | | |
| Income accounts to June 30, 1885..... | 6,039,673 25 | | |
| Cancelled bond account to June 30, 1885..... | 1,872,500 00 | | |
| Total..... | \$ 114,635,565 00 | Total..... | \$ 114,635,565 00 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS, YEAR ENDING JUNE 30, 1885.

| STATIONS. | Agricultural products. Tons. | Products of mines. Tons. | Products of forests. Tons. | Live stock. Tons. | Merchandise & Miscella- neous. Tons. |
|--------------------|------------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Holley's | 561.1 | ..... | ..... | 121 | 15.2 |
| Granada | 734 | ..... | 10 | ..... | 88.8 |
| Carlton ..... | ..... | ..... | ..... | ..... | 6 |
| Blackwell ..... | ..... | ..... | ..... | 1,490 | 37.5 |
| Prowers ..... | ..... | ..... | 168 | 13 | 14.8 |
| Caddoa | 13.1 | ..... | ..... | 20 | 1,060.7 |
| Hilton ..... | ..... | ..... | ..... | ..... | ..... |
| Las Animas ..... | ..... | ..... | 10 | 2,008.7 | 584.7 |
| Robinson ..... | ..... | ..... | ..... | ..... | .1 |
| La Junta | 53.1 | 178.7 | 20.3 | 1,783.5 | 19,152.9 |
| Benton ..... | ..... | ..... | ..... | ..... | .2 |
| Timpas ..... | ..... | ..... | ..... | ..... | 10.4 |
| Iron Springs ..... | ..... | ..... | 28 | ..... | 20.2 |
| Delhi ..... | ..... | ..... | 108 | ..... | ..... |
| Thatcher ..... | ..... | ..... | ..... | ..... | 358.3 |
| Tyrone ..... | ..... | ..... | ..... | ..... | 287.1 |
| Farle ..... | ..... | ..... | ..... | ..... | 101.4 |
| Hochnes | 20 | ..... | ..... | ..... | 15.1 |
| Trinidad | 117.7 | 11,793.2 | 531.6 | 1,014 | 4,670.7 |
| Starkville | 1.6 | 72,053.1 | 129.6 | ..... | 74,724.4 |
| Morley ..... | ..... | ..... | 2,540 | ..... | 439.6 |
| Wootten ..... | ..... | ..... | ..... | ..... | 5 |
| Rocky Ford | 20 | ..... | ..... | 70 | 1,720.7 |
| Catlin | 50 | ..... | ..... | ..... | 65.3 |
| Oxford | 20 | ..... | ..... | ..... | 17.5 |
| Nepeste | 80 | ..... | ..... | ..... | 1,051.8 |
| Boone | 155.6 | ..... | ..... | ..... | 15 |
| Chico | 331.1 | ..... | ..... | ..... | 11.9 |
| Baxter ..... | ..... | ..... | ..... | ..... | ..... |
| Pueblo | 7,510 | 33,560.4 | 831.8 | 1,001.8 | 9,972.5 |
| Taylor's ..... | ..... | ..... | ..... | ..... | ..... |
| Clelland ..... | ..... | ..... | ..... | ..... | ..... |
| Rockvale ..... | ..... | 59,301.7 | ..... | 2 | 19,948.8 |
| Totals | 9,667.3 | 171,567.2 | 4,377.3 | 7,524 | 134,395.2 |

BUSINESS AND RECEIPTS.

COLORADO ONLY.

| STATIONS. | FREIGHT. | | PASSENGERS. | | Total revenue entire line. |
|----------------------|-----------------|----------------------|-------------|----------------------|----------------------------|
| | Tons forwarded. | Revenue entire line. | Number from | Revenue entire line. | |
| Kansas State Line .. | ..... | ..... | 5 | \$ 21 25 | \$ 21 25 |
| Holley's | 697.3 | \$ 5,273 57 | 128 | 295 44 | 5,569 01 |
| Granada..... | 832.8 | 3,007 99 | 155 | 197 79 | 3,205 78 |
| Carlton..... | .6 | ..... | 1 | 50 | 50 |
| Blackwell | 1,522.5 | 10,265 61 | 39 | 76 70 | 10,342 31 |
| Prowers | 195.8 | 458 22 | 30 | 40 20 | 498 42 |
| Caddoa | 1,093.8 | 205 47 | 60 | 76 00 | 281 47 |
| Hilton ..... | ..... | ..... | ..... | ..... | ..... |
| Robinson..... | .1 | 5 27 | 21 | 12 30 | 17 57 |
| Ja Junta..... | 21,188.5 | 15,391 78 | 3,573 | 9,790 01 | 25,181 79 |
| Benton | .2 | 1 68 | 1 | 1 10 | 2 78 |
| Timpas | 10.4 | 2 90 | 45 | 57 30 | 60 22 |
| Iron Springs..... | 48.2 | 86 80 | 12 | 19 00 | 105 80 |
| Delhi | 108 | 346 80 | 6 | 11 00 | 357 80 |
| Thatcher..... | 358.3 | 278 75 | 27 | 53 70 | 332 45 |
| Tyrone..... | 287.1 | 186 95 | 21 | 33 90 | 220 85 |
| Earle..... | 101.4 | 25 20 | 29 | 38 85 | 64 05 |
| Hochmes | 35.1 | 40 00 | 152 | 101 41 | 141 41 |
| Trinidad | 18,136.3 | 79,662 98 | 6,263 | 12,389 86 | 92,052 84 |
| Starkville | 146,908.7 | 256,364 11 | 6,000 | 628 02 | 256,992 13 |
| Morley | 2,979.6 | 868 53 | 100 | 54 00 | 922 53 |
| Wootten..... | 5 | ..... | 57 | 43 50 | 43 50 |
| Rocky Ford..... | 1,810.7 | 2,906 01 | 300 | 435 80 | 3,341 87 |
| Catlin | 115.3 | 113 00 | 53 | 95 85 | 209 51 |
| Oxford | 37.5 | 28 00 | 4 | 4 90 | 32 90 |
| Nepeste | 1,131.8 | 1,463 76 | 434 | 665 41 | 2,129 17 |
| Boone..... | 170.6 | 571 82 | 415 | 41 33 | 613 15 |
| Las Animas | 2,603.4 | 15,198 79 | 2,079 | 4,286 55 | 19,485 34 |
| Chico | 343 | 307 39 | 21 | 15 75 | 323 14 |
| Baxter ..... | ..... | ..... | 5 | 3 40 | 3 40 |
| Pueblo | 52,876.5 | 534,103 37 | 18,518 | 73,379 16 | 607,482 53 |
| Clelland ..... | ..... | ..... | ..... | ..... | ..... |
| Rockvale..... | 79,454.5 | 193,462 51 | ..... | ..... | 193,462 51 |
| N. M. State Line... | ..... | ..... | 8 | 16 40 | 16 40 |
| Totals..... | 332,851 | \$ 1,120,627 94 | 33,471 | \$ 102,886 44 | \$ 1,223,514 38 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR ENDING
JUNE 30, 1885.

KILLED.

| DATE. | NAME AND OCCUPATION. | PLACE | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|-------------------------|------------------------------|----------------|-------------------------|----------------------|
| August 4, 1884 | William Kelly, laborer | Trinidad | Struck by engine |Run over |
| December 25, 1884 | Thomas Brown, laborer | Pueblo | Struck by engine |Crushed |
| March 16, 1885 | Harry Low, brakeman | Thatcher | Fell between cars |Crushed |

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|----------------------|---------------------------------|------------------|----------------------------|----------------------|
| July 19, 1884 | L. F. Ellis, foreman | Pueblo | Handcar jumped track | Leg bruised |
| July 19, 1884 | Clark Lanair, laborer | Pueblo | Struck by engine | Severely hurt |
| July 22, 1884 | L. J. Ryan, brakeman | Thatcher | Jumped from train | Foot sprained |
| July 22, 1884 | L. J. Leggett, brakeman | Thatcher | Work at wreck | Thumb hurt |
| July 22, 1884 | Martin Esler, brakeman | Thatcher | Work at wreck | Hand and neck |
| August 1, 1884 | James Henderson, laborer | Pueblo | Under a dug rock | Hand mashed |
| August 1, 1884 | C. B. Umpley, fireman | Starkville | Fell from engine | Knee sprained |
| August 1, 1884 | Thomas Carson, baggageman | La Junta | Lifting | Rupture |

| | | | | | |
|--------------------------|---------------------------------|------------------|------------------------------|-------|-----------------------|
| August 8, 1884..... | A. A. Angelo, laborer | Timpas | Rail fell on him..... | ..... | Finger hurt |
| August 11, 1884 | George Belden, laborer..... | Taylors | Stone fell on him..... | ..... | Hand hurt |
| August 15, 1884 | Antone Bill, laborer..... | Pueblo | Thrown from handcar ..... | ..... | Severely bruised |
| August 17, 1884 | J. Steffy, foreman..... | Bridge 447 | Jumped from train ..... | ..... | Wrist sprained |
| August 24, 1884 | O. B. Abbott, foreman..... | Trinidad | Drawbar fell on it ..... | ..... | Thumb mashed |
| August 27, 1884 | Lee Gillen, baggageman..... | La Junta..... | ..... | ..... | Finger hurt |
| August 28, 1884 | E. L. Seist, foreman | Boone | Fell from car..... | ..... | Shoulder hurt |
| September 1, 1884 | Jerry McCarthy, laborer | Pueblo | Struck by piece of slag..... | ..... | Wrist hurt |
| September 5, 1884..... | James Allen, foreman..... | La Junta | Run over by handcar..... | ..... | ..... |
| September 9, 1884..... | J. F. Wilford, blacksmith..... | Pueblo | Struck by hot iron ..... | ..... | Arm burned |
| September 12, 1884..... | Lewis Walden, switcher | La Junta | Coupling ..... | ..... | Fingers mashed |
| September 15, 1884 | Charles Nelson, fireman.. .. | La Junta..... | Coupling ..... | ..... | Fingers mashed |
| September 17, 1884..... | Mike Donnelly, tramp..... | Rocky Ford..... | Fell between cars..... | ..... | Leg Broken |
| October 3, 1884..... | M. A. Low, switchman | La Junta | Struck by iron ..... | ..... | Face and neck bruised |
| October 17, 1884..... | B. F. Johnson, switchman | Pueblo | Struck by wood ..... | ..... | Eye injured |
| October 20, 1884..... | L. Romero, switchman | Starkville | Highway collision ..... | ..... | Bruised |
| October 20, 1884..... | Antonio Niger..... | Starkville | Highway collision ..... | ..... | Bruised |
| October 20, 1884..... | E. P. Mulford..... | Starkville | Highway collision ..... | ..... | Bruised |
| October 29, 1884..... | Ben M. Scott, boiler maker..... | La Junta..... | Plugging flue ..... | ..... | Face scalded |
| November 11, 1884..... | Charles Robinson, laborer | Las Animas | Slipped..... | ..... | Ankle sprained |
| November 14, 1884..... | J. P. Poole, passenger..... | La Junta..... | Jumped from train..... | ..... | Scalp wound |
| November 25, 1884 | William Mosier, machinist..... | Pueblo | Lifting ..... | ..... | Back sprained |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|-------------------------|----------------------------------|-------------------|---------------------------|-------------------------|
| November 28, 1884 | A. Zipp, laborer | Timpas | Iron fell on him..... | Thumb mashed |
| November 29, 1884 | V. Ganmitt, laborer.. .. | Taylors | Struck by stone..... | Face bruised |
| November 29, 1884 | William Leslie, foreman | Pueblo | Cinder | Eye hurt |
| December 1, 1884 | E. E. Moslier, wiper | Pueblo ..... | ..... | Hand mashed |
| December 3, 1884 | Henry Evans, driller..... | Taylors | Struck by stone..... | Shoulder bruised |
| December 4, 1884 | W. Jamison, yardmaster | La Junta | Coupling | Finger mashed |
| December 18, 1884 | L. W. Gilbert, wiper | La Junta | Fell | Face bruised |
| December 23, 1884 | Mrs. W. J. Cline, citizen ..... | ..... | Thrown against stone..... | Hurt arm |
| January 1, 1885 | Ben. McGovern, switchman | Pueblo | Coupling | Fingers hurt |
| January 1, 1885 | G. A. Whitehead, fireman... .. | La Junta..... | Door closed | Fingers hurt |
| January 5, 1885..... | F. A. Spencer, foreman..... | Pueblo..... | Steel in eye | Eye hurt |
| January 6, 1885..... | A. Pavay, repairer..... | Catlin..... | Powder explosion | Face hurt |
| January 9, 1885..... | E. M. St. Clair, conductor | Iron Springs..... | Broken wheel | Internal injuries |
| January 9, 1885..... | Robert Kerr, switchman..... | La Junta.. .. | Uncoupling | Fingers bruised |
| January 11, 1885..... | Robert Ludke, carpenter..... | Trinidad..... | Pile fell on him, | Toe mashed |
| January 17, 1885 | H. T. Mote, wiper..... | La Junta..... | Box fell on him..... | Hand mashed |
| January 19, 1885..... | Thos. Allen, miner..... | Rockvale..... | Coal fell on him | Arm bruised |

| | | | | |
|-------------------|---------------------------|------------|-------------------------|-----------------|
| January 20, 1885 | H. T. Mote, wiper | La Junta | Engine bar fell on him | Hand bruised |
| January 26, 1885 | Peter Becker, laborer | La Junta | Rail fell on him | Foot mashed |
| January 28, 1885 | Dan. Murphy, brakeman | Rockvale | Coupling | Fingers pinched |
| February 1, 1885 | John Cole, laborer | Pueblo | Fell on hand car | Side bruised |
| February 22, 1885 | Robert Anson, brakeman | Morley | Fell from top of car | Internal |
| March 1, 1885 | David Hart, switchman | La Junta | Coupling cars | Fingers pinched |
| March 7, 1885 | Gust. Henry, laborer | Rocky Ford | Rail fell on him | Fingers pinched |
| March 18, 1885 | Ed. Fuller, brakeman | Thatcher | Slipped | Wrist broken |
| March 18, 1885 | B. Hyde, baggageman | Pueblo | Unloading trunks | Finger bruised |
| March 23, 1885 | H. Hardtfelt, laborer | Pueblo | Unloading freight | Hand bruised |
| April 2, 1885 | E. F. Westfield, brakeman | Rockvale | Walking on bridge | Nose broken |
| April 2, 1885 | A. Halberg, wiper | La Junta | Iron fell on him | Wrist sprained |
| April 2, 1885 | Geo. Golden, coal heaver | La Junta | Struck by piece of coal | Eye injured |
| April 4, 1885 | James Manning, wiper | Pueblo | Knocked off boiler | Face cut |
| April 6, 1885 | John May, wiper | Pueblo | Caught in gauge lock | Fingers hurt |
| April 8, 1885 | L. D. Morse, baggageman | Pueblo | Handling trunk | Fingers bruised |
| April 13, 1885 | David Kipper, laborer | Rocky Ford | Lifting | Back sprained |
| April 14, 1885 | Thomas Cain, brakeman | Caddoa | Jumping on train | Foot bruised |
| April 18, 1885 | David Coyle, engineer | Pueblo | Jumping from train | Badly bruised |
| April 23, 1885 | Thomas Revel, brakeman | La Junta | Coupling | Fingers bruised |
| May 4, 1885 | P. Jaffa, citizen | Trinidad | Jumped from train | Head bruised |
| June 1, 1885 | Thomas Hurry, engineer | Caddoa | Over lifting | Strained |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|----------------|---------------------------|-----------|----------------------------|----------------------|
| June 2, 1885. | Wm. Allen, laborer | Hoches | Struck by sledge | Foot mashed |
| June 4, 1885. | Wm. Bristine, laborer | Pueblo. | Fell on rock. | Side bruised |
| June 6, 1885. | W. E. Chudrick, brakeman | Taylor's | Thrown | Face cut |
| June 6, 1885. | E. E. Moslier, wiper | Pueblo. | Fell in pit. | Arm sprained |
| June 9, 1885. | W. E. Johnston, machinist | La Junta. | Repairing injector | Face burned |
| June 13, 1885. | John Dent, switchman | La Junta. | Coupling. | Fingers mashed |
| June 18, 1885. | G. Venetti, laborer | Hoches. | Lifting. | Back sprained |
| June 25, 1885. | John Brown, laborer | Earle. | Hand car jumped the track. | Testicles injured |
| June 25, 1885. | C. M. Gilbert, foreman | Trinidad. | Draw bar fell on him | Foot bruised |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT | KILLED. | | | INJURED. | | |
|--------------------------------|------------------|----------|---------|------------------|----------|---------|
| | Passen- gers. | Employés | Others. | Passen- gers. | Employés | Others. |
| Deraiment | | | | | 6 | ..... |
| Coupling cars..... | | | | | 8 | ..... |
| Falling from trains..... | | 1 | ..... | ..... | 3 | 1 |
| Getting on and off trains..... | | | | 2 | 4 | ..... |
| Highway crossings..... | | | | | 3 | ..... |
| Miscellaneous | | 1 | ..... | ..... | 50 | ..... |
| Overhead obstructions..... | | | | | 1 | ..... |
| While intoxicated | | 1 | ..... | ..... | ..... | ..... |
| Total..... | | 3 | ..... | 2 | 75 | 1 |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|---|----|
| Number of persons killed during the year | 3 |
| Number of persons injured during the year..... | 78 |
| Number of casualties purely accidental during the entire year | 50 |
| Number resulting from lack of caution, carelessness or misconduct | 27 |
| Number of persons killed while intoxicated | 1 |
| Number of trespassers on track injured..... | 3 |
| Number of tramps, or others stealing rides, killed or injured..... | 1 |

TRAIN ACCIDENTS IN COLORADO.

FOR THE YEAR EMBRACED IN THIS REPORT.

| | |
|-------------------------------------|----|
| Collisions..... | 1 |
| Collisions in yards, switching..... | 8 |
| Failures in rolling stock..... | 11 |
| Cause unknown..... | 1 |
| Trains breaking into..... | 8 |
| Broken rails | 1 |
| Misplaced switches..... | 7 |
| Miscellaneous | 10 |
| Total..... | 47 |

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Wells, Fargo & Co.'s Express. Express company pays fifty cents per mile per day on 12,000 pounds westward and 4,000 pounds eastward, and thirty cents per 100 pounds per 100 miles for all weight in excess of this amount, less ten per cent. for handling and transporting mail money for the railroad company. The railroad company provides the necessary cars and bears entire cost of maintenance of same. Express company does general express business, handles its own freight, receiving and delivering same on the cars at the depot.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman sleeping cars run on this road. The cars are owned jointly with the Atchison, Topeka and Santa Fé Railroad Company and the Pullman Palace Car Company. The Pullman Palace Car Company pay the expenses and the net receipts are divided equally. The railroad company haul the cars free and keep them in repairs, but the Pullman Palace Car Company furnish bedding and upholstery.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails on your road, and on what terms of service? \$270,424.44. The railway company provides the necessary cars, bears the entire cost of maintenance of same, receives and delivers the mails at terminal offices and delivers the mails into and takes them from intermediate post offices located not over eighty rods from points at which trains make regular stops.

LAND—CONGRESSIONAL GRANT.

| | |
|---|----------------|
| State the number of acres of land your company has already received from the Congressional grants..... | 2,934,659 68 |
| State the average price at which these lands have been sold or contracted by the company..... | \$ 4 25 |
| State the number of acres sold..... | 962,841.84 |
| State the amount received from sales..... | \$8,486,591 40 |
| State the amount unpaid on outstanding contracts..... | 1,586,265 97 |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1885..... | 8,521,688 82 |
| State the amount expended in sale and management of lands..... | 1,423,179 78 |
| State the amount of taxes paid on lands..... | 1,157,092 97 |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes..... | 5,941,416 07 |

Date of original charter of the road, and that of any road consolidated with it and the names of the companies? Incorporated by an act passed at the Fifth session of the Legislative Assembly of Kansas (Cap. 47), approved February 11, 1859.

Rates and dates of all cash dividends on stock of original and consolidated companies?

The first cash dividend declared August 9, 1879, and was at the rate of 3 per cent. The following are the yearly rates which have been paid: For 1879, 6 per cent.; for 1880, 7½ per cent.; for 1881, 5½ per cent.; for 1882, 6 per cent.; for 1883, 6 per cent.; for 1884, 6 per cent.; for 1885, at the rate of 6 per cent. Dividends are paid quarterly, in the months of May, August, November and February.

Date when main line (giving termini and length) was put in operation?

ATCHISON, TOPEKA AND SANTA FÉ RAILROAD.

| | |
|---|-----------------|
| Topeka to Newton, July 1, 1871..... | } 470.58 miles. |
| Topeka to Dodge City, September 9, 1872..... | |
| Atchison to Topeka, April 24, 1872..... | |
| Topeka to west State line of Kansas, February 20, 1873..... | |

Date of commencement of operating of each branch line, giving termini and length?

KANSAS CITY, TOPEKA AND WESTERN.

| | |
|---|--------------|
| From Topeka to Kansas City, Mo., August 29, 1875..... | 66.25 miles. |
|---|--------------|

KANSAS CITY, EMPORIA AND SOUTHERN.

| | |
|---|----------------|
| From Emporia to south line of Greenwood county, October 10, 1879..... | } 76.16 miles. |
| From Emporia to Howard City, December 29, 1879..... | |

MARION AND McPHERSON.

| | |
|---|----------------|
| From Florence to McPherson, September 29, 1879..... | } 98.61 miles. |
| From Florence to Lyons, June 1, 1880..... | |
| From Florence to Ellinwood, September 4, 1881..... | |

FLORENCE, ELDORADO AND WALNUT VALLEY.

| | |
|--|----------------|
| From Florence to Eldorado, August 1, 1887..... | } 53.59 miles. |
| From Florence to Douglas, August 1, 1881..... | |

WICHITA AND SOUTHWESTERN.

| | |
|---|-----------------|
| From Newton to Wichita, May 13, 1872..... | } 128.23 miles. |
| From Newton to Arkansas City, June 1, 1880..... | |
| From Newton to Caldwell, June 13, 1880..... | |
| From Sedgwick to Halstead, January 1, 1882..... | |

PUEBLO AND ARKANSAS VALLEY.

| | |
|--|-----------------|
| From State line of Kansas to Pueblo, Colo., March 4, 1876..... | } 282.11 miles. |
| From Pueblo, Colo., to Rockvale, Colo., Jan. 1, 1881..... | |
| From La Junta, Colo., to Colo. and N. M. boundary, July 6, 1879..... | |

NEW MEXICO AND SOUTHERN PACIFIC.

| | |
|---|-----------------|
| From Colo and N. M. boundary to San Marcial, N. M., Oct. 1, 1880... | } 372.10 miles. |
| From Lamy, N. M., to Santa Fé, N. M., February 16, 1880 | |

NEW MEXICAN.

| | |
|---|---------------|
| From Dillon Junction, N. M., to Blossburg, N. M., January 1, 1882 ... | } 65.79 miles |
| From Las Vegas, N. M., to Hot Springs, N. M., April 9, 1882 | |
| From San Antonio, N. M., to Carthage, N. M., May 1, 1882 | |
| From Nutt, N. M., to Lake Valley, N. M., April 1, 1884 | |
| From Scorro, N. M., to Magdalena, N. M., January 1, 1885..... | |

RIO GRANDE, MEXICAN AND PACIFIC.

| | |
|---|-----------------|
| From San Marcial, N. M., to Deming, N. M., March 20, 1881..... | } 186.08 miles. |
| From Rincon, N. M., to New Mexico and Tex. boundary, July 1, 1881 | |

RIO GRANDE AND EL PASO.

| | |
|--|--------------|
| From N. M. and Tex. bound'y to bo'nd'y bet. U. S. & Mex., July 1, 1881 | 20.15 miles. |
|--|--------------|

SILVER CITY, DEMING AND PACIFIC.

| | |
|--|--------------|
| From Deming, N. M., to Silver City, N. M., July 1, 1884..... | 48.29 miles. |
|--|--------------|

Roads operated under lease (whether temporary or permanent) giving name, termini, length, address of lessors and terms of lease.

| NAME OF ROAD. | TERMS OF LEASE |
|---|--|
| Kansas City, Topeka and Western Railroad.. | The road is leased to the Atchison, Topeka and Santa Fé Railroad Company, which receives all the earnings and pays all the operating expenses and taxes and the interest on the outstanding bonded debt. |
| Kansas City, Emporia and Southern R'y | Same as above. |
| Marion and McPherson | Same as above. |
| Wichita and Southwestern Railway..... | Same as above. |
| Florence, Eldorado and Walnut Valley R. R. | Same as above. |
| Pueblo and Arkansas Valley Railroad..... | Same as above. |
| New Mexico and Southern Pacific Railroad.. | Same as above. |
| New Mexican Railroad..... | Same as above. |
| Rio Grande, Mexico and Pacific Railroad | Same as above. |
| Rio Grande and El Paso Railroad.... | Same as above. |
| Silver City, Deming and Pacific Railroad..... | Same as above. |

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

A. A. Robinson, General Manager of the Atchison, Topeka and Santa Fé Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same,

declares them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

Signed, A. A. ROBINSON,
[L. S.] *General Manager.*
OF R. R.

Subscribed and sworn to before me, this twenty-second day of October, A. D. 1885.

WM. G. SMYSER,
[L. S.] *Notary Public.*

Received and filed in the office of the Commissioner of Railroads, this twenty-sixth day of October, A. D. 1885.

HENRY FELKER,
Secretary.

REPORT

OF THE

Pueblo & Arkansas Valley Railroad Co.,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|------------------------------|----------------------|---------------------|
| President | Wm. B. Strong | Boston, Mass. |
| Secretary | M. D. Thatcher..... | Pueblo, Colo |
| Treasurer | M. D. Thatcher..... | Pueblo, Colo |
| General Manager..... | A. A. Robinson..... | Topeka, Kans |
| Gen. Aud. and Comptroller... | J. P. Whitehead..... | Boston, Mass. |

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|----------------------|---------------------|----------------------|---------------------|
| W. B. Strong..... | Boston, Mass..... | Alden Speare | Boston, Mass. |
| I. T. Burr..... | Boston, Mass..... | M. D. Thatcher.... | Pueblo, Colo. |
| B. P. Cheney..... | Boston, Mass..... | O. H. P. Baxter..... | Pueblo, Colo. |
| A. W. Nickerson..... | Boston, Mass..... | James Clelland..... | ..Cañon City, Colo. |
| G. O. Shattuck..... | Boston, Mass..... | ..... | ..... |

Executive committee.....Wm. B. Strong, I. T. Burr, A. W. Nickerson

Date of annual election of directors.....Saturday, April 18, 1885

Location of general offices.....Pueblo, Colo.

Location of general office in this State.....Pueblo, Colo.

Name and address of person to whom correspondence concerning this report
should be directed.....A. A. Robinson, General Manager, Topeka, Kansas.

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount authorized by articles of association..... | \$ 6,100,000 00 |
| Amount authorized by vote of the company (at stockholders' meeting, May 9, 1879)..... | 6,500,000 00 |
| Stock subscribed by individuals or corporations in cash..... | 2,516,200 00 |
| Stock issued for account of construction..... | 3,000,000 00 |
| Stock issued to represent stock of the Cañon City and San Juan Railroad Company exchanged for stock of the Pueblo and Arkansas Valley Railroad Company..... | 100,000 00 |
| Total common stock issued..... | \$ 5,616,200 00 |
| Amount of preferred stock..... | None |
| Amount of stock issued to build and equip the road..... | \$ 5,515,200 00 |
| Proportion of stock for Colorado..... | All |
| Amount of stock per mile of road | 19,908 54 |
| Amount of stock representing the road in Colorado | 5,616,200 00 |
| Amount of stock held in Colorado | 300 00 |
| Total number of stockholders—All the capital stock is owned by the Atchison, Topeka and Santa Fe Railroad Company except nine shares, one share being held by each of the directors | |
| List of stockholders at last election of directors, Atchison, Topeka and Santa Fe Railroad Company | 5,615,300 00 |
| Nine directors, names and addresses on page —..... | 900 00 |
| | \$ 5,616,200 00 |

BONDED DEBT.

| | |
|---|-----------------|
| First mortgage bonds, date November 1, 1875, due July 1, 1905, rate of interest 7 per cent | \$ 1,633,000 00 |
| Amount of interest paid on same during the year; interest is paid by A., T. & S. F. R. R. Co. as and for rentals..... | |
| First mortgage bonds, date October 1, 1878, due July 1, 1905, rate of interest 7 per cent | 1,942,000 00 |
| Amount of interest paid on same during the year; interest is paid by A., T. & S. F. R. R. Co. as and for rentals | |
| Second mortgage bonds, date July 1, 1884, due July 1, 1905, rate of interest 6 per cent..... | 1,300,000 00 |
| Amount of interest paid on same during the year; interest is paid by A., T. & S. F. R. R. Co. as and for rentals..... | |
| Total bonded debt | \$ 4,875,000 00 |
| Amount of bonds issued during last year and on what account was increase made? | 1,300,000 00 |
| Second mortgage; to repay the Atchison, Topeka and Santa Fe R. R. Co. for expenditures on account of permanent improvements, etc. | |
| Amount of bonded debt per mile of road..... | 17,281 10 |

FLOATING DEBT.

| | |
|---|---------------|
| Amount of debt not secured by mortgage | \$ 79,540 01 |
| Proportion of debt bonded and floating for Colorado..... | All |
| Total amount of paid-up stock and debt (including bonded debt)..... | 10,570,740 01 |
| Amount of stock and debt per mile of road..... | 37,471 60 |
| Amount and full description of bonds on branch or purchased lines not covering main line: There is no separate mortgage on the road between Pueblo and Rockvale; the first mortgage covering all the main line and the Rockvale extension are together limited to \$14,000 per mile of road constructed, and the second mortgage is limited to \$15,000 per mile of road constructed. | |

COST OF ROAD.

| | |
|---------------------------------------|------------------|
| Cost of construction in Colorado..... | \$ 10,150,624 41 |
|---------------------------------------|------------------|

PROPERTY ACCOUNTS.

| CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR. | AMOUNT. |
|--|-----------------|
| Grading | \$ 35,008 84 |
| Bridging and masonry..... | 93,532 26 |
| Superstructure, including rails..... | 552,623 17 |
| Land, land damages and fences ... | 68,623 42 |
| Passenger and freight stations, coal sheds and water stations and miscellaneous buildings..... | 384,286 44 |
| Engine houses, car sheds and turn tables | 20,288 91 |
| Machine shops, including machinery and tools..... | 14,862 26 |
| Engineering, agencies, salaries and other expenses during construction... | 16,641 34 |
| Total for construction | \$ 1,186,643 64 |

NOTE.—Of the above amount \$118,643.64 represents expenditures during the year ending June 30, 1885, the balance, \$1,068,000.00, represents permanent improvements during previous years not before charged to the Pueblo and Arkansas Valley Railroad Company.

DESCRIPTION OF ROAD.

| | |
|--|--------|
| Length of main line from Kansas and Colorado State line to Rockvale, Colorado..... | 185.74 |
| And La Junta, Colorado to Colorado and New Mexico State boundary .. | 96.37 |
| Total length of main line..... | 282.11 |
| Aggregate length of sidings and other track not above | 43.62 |
| Aggregate length of track computed as single track, exclusive of sidings..... | 282.11 |
| Number of miles of iron rail | 116.57 |
| Number of miles of steel rail | 165.54 |
| [Weight per yard, steel, 52, 56, 61 lbs.] | |
| [Weight per yard, iron, 48, 52 lbs.] | |
| Gauge of track, 4 feet 8½ inches. | |
| Number of miles of telegraph owned jointly with the Western Union telegraph company..... | 282.11 |
| Grade, maximum per mile, Kansas and Colo. State line to Pueblo 42.2 feet .. | |
| La Junta to Colorado and New Mexico boundary, 184 8 feet | |
| Longest maximum, Pueblo to Rockvale, 150.5. | |
| Curvature—shortest radius, 10°, 573.69 feet. | |
| Aggregate length of all radii, 57.584 miles. | |
| Aggregate length of tangents, 224.521 miles. | |
| Total miles of road operated by this Company | 282.11 |

STATIONS.

| | Entire Line. | In Colorado. |
|---|--------------|--------------|
| No. of stations on all roads owned by this company | | 34 |
| No. of stations on all roads operated by this company | | |
| No. of "common points" | | 1 |
| No. of telegraph offices in stations | | 16 |

EMPLOYÉS.

| | Entire Line. | In Colorado. | Average sal- ary per an- num. | Total salaries. |
|--|--|-----------------|-------------------------------------|--------------------|
| Division and assistant superintendents | The road is leased to and operated by the Atchison, Topeka and Santa Fé Rail- road Company. | ..... | ..... | ..... |
| Road masters ..... |  | ..... | ..... | ..... |
| Clerks in all offices ..... |  | ..... | ..... | ..... |
| Master and assistant mechanics..... |  | ..... | ..... | ..... |
| Helpers in shops..... |  | ..... | ..... | ..... |
| Train dispatchers ..... |  | ..... | ..... | ..... |
| Conductors..... |  | ..... | ..... | ..... |
| Engineers..... |  | ..... | ..... | ..... |
| Firemen and wipers ..... |  | ..... | ..... | ..... |
| Brakemen..... |  | ..... | ..... | ..... |
| Baggagemen ..... |  | ..... | ..... | ..... |
| Flagmen, switch tenders, gate keepers and watchmen..... |  | ..... | ..... | ..... |
| Station agents ..... |  | ..... | ..... | ..... |
| Telegraph operators ..... |  | ..... | ..... | ..... |
| Section foremen..... |  | ..... | ..... | ..... |
| Section laborers ..... |  | ..... | ..... | ..... |
| 17. Other employés..... |  | ..... | ..... | ..... |
| Total number of persons regularly em- ployed ..... |  | ..... | ..... | ..... |
| Total amount paid employés ..... |  | ..... | ..... | ..... |

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|-------------------------------|-----|----------------------|
| Wooden truss bridges..... | 7 | 790 feet. |
| Combination bridges | 1 | 88 feet. |
| Iron bridges | 3 | 362 feet. |
| Wooden trestle and pile | 424 | 24,411 feet. |
| Iron trestle..... | 3 | 450 feet. |
| BOX CULVERTS IN COLORADO. | | |
| Timber and stone..... | 2 | 16 feet. |

CATTLE GUARDS.

Number in Colorado No record of cattle guards.
 Renewal of bridges and culverts in Colorado: Only general repairs, except iron bridges as given below.
 Amount of timber used in renewals of wooden bridges during the year (feet B M) No record.
 Amount of trestle work replaced with earth during the year (lineal feet) None
 Timber culverts replaced with stone None
 Timber culverts replaced with sewer pipe None
 Timber culverts replaced with timber None

BRIDGES BUILT WITHIN THE YEAR IN COLORADO.

| LOCATION. | KIND. | MATERIAL | WHEN BUILT. | LENGTH IN FEET |
|---|-------|----------|-------------|----------------|
| Between Mile Posts 640 and 641..... | Pile. | Wood. | 1884 | 75 |
| Between Mile Posts 640 and 641..... | Pile. | Wood. | 1884 | 30 |
| Between Mile Posts 638 and 639..... | Pile. | Wood. | 1884 | 195 |
| Between Mile Posts 600 and 601..... | Pile. | Wood. | 1884 | 30 |
| * Between Mile Posts 617 and 1,020..... | Iron. | Iron. | 1884 | 164 |

* Replacing 173 feet pile bridge.

Give the average number of years that trestle and pile bridges last on your road in Colorado 8 to 10
 Give the average number of years that wooden truss bridges last on your road in Colorado: 10 to 12.

ROAD-BED AND TRACK IN COLORADO

Number of track sections..... 45
 Average length of sections..... $6\frac{1}{4}$ miles
 Average number of men in each section gang..... $4\frac{1}{2}$
 Average number of ties per mile of road 3,000
 Number of new ties laid in track during the year 66,477
 Average number of new ties per mile of road 235
 New rails laid in track during the year—steel—[2,004 518-2240 tons] miles 20.91
 Total track laid with new rail during the year, miles..... 20.91
 Average life of iron rails on main line..... About 8 years
 Average life of iron rails on branches No branches
 Average life of steel rails on main line Have not had steel in long enough to wear it out
 Average life of steel rails on branches..... No branches
 Average life of ties Pine ties about 4 years, oak ties about 8 years
 Average life of joint fastenings..... 8 to 10 years according to location
 Average life of frogs..... 8 to 10 years, according to location

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality:
 Denver and Rio Grande at Pueblo.
 Denver and Rio Grande at mile post 645.
 Denver and Rio Grande at 3.6 miles east of Trinidad.
 Denver and New Orleans at Pueblo.

What railroads cross your road, either over or under, and at what locality :

Denver and Rio Grande, under railroad, near mile posts 635 and 652.

| | |
|---|------|
| Number of highway crossings at grade..... | 76 |
| Number of highway crossings at which there are flagmen..... | 1 |
| Number of highway crossings over railroad | 1 |
| Number of highway crossings under railroad..... | None |
| Number of highway bridges eighteen feet above track | None |
| Number of highway bridges less than eighteen feet above track | None |

FENCING IN COLORADO.

| | |
|---|-----------------------|
| How many miles of your road in Colorado are fenced..... | 46 track miles |
| What is the average cost per rod | \$ 3.06 per track rod |
| What is the total cost of the same | \$ 45,176 00 |
| How many miles of new fencing have you built during the year..... | 1½ |

ROLLING STOCK.

(None.)

INCOME ACCOUNT.

| | |
|-------------------------------|--------------|
| Income from coal companies .. | \$ 73,125 00 |
|-------------------------------|--------------|

SURPLUS.

| | |
|--|---------------|
| Surplus at the commencement of the year..... | \$ 184,821 67 |
| Surplus at the close of the year..... | \$ 257,946 67 |

GENERAL BALANCE SHEET

AT THE CLOSING OF ACCOUNTS JUNE 30 1885, OF THE PUEBLO AND ARKANSAS VALLEY RAILROAD COMPANY.

| LIABILITIES. | AMOUNT. | ASSETS. | AMOUNT. |
|--|------------------|--------------------------------|------------------|
| Capital stock..... | \$ 5,616,200 00 | Construction of road | \$ 10,150,624 41 |
| First mortgage bonds..... | 1,633,000 00 | Investment in coal properties. | 678,062 27 |
| First mortgage bonds..... | 1,942,000 00 | | |
| Second mortgage bonds..... | 1,300,000 00 | | |
| A., T. & S. F. R. R. Co..... | 79,505 01 | | |
| Coupon No. 8, first mortgage (not presented)..... | 35 00 | | |
| Income account | 257,946 67 | | |
| Total..... | \$ 10,828,686 68 | | \$ 10,828,686 68 |

ADDITIONAL QUESTIONS.

Date of original charter of the road, and that of any road consolidated with it, and the names of the companies: The charter of The Pueblo and Arkansas Valley Railroad Company is dated August 31, 1878, being a consolidation of the Pueblo and Arkansas Valley Railroad Company, whose charter was dated January 11, 1875, and the Cañon City and San Juan Railroad, whose charter was dated February 19, 1877.

Rates and dates of all cash dividends on stock of original and consolidated companies: The only dividend declared by the Company was one of ten per cent., declared February 18, 1881.

Date when main line (giving termini and length) was put in operation: From Kansas State line to Pueblo about March 1, 1876, 146.72 miles; from Kansas State line to New Mexico State line about February 10, 1879, 96.37 miles.

Date of commencement of operating of each branch line, giving termini and length: From Pueblo to Rockvale, January 1, 1881, 37.01 miles.

What operating arrangements have you with other railroad companies, setting forth contracts for the same: The Pueblo and Arkansas Valley Railroad Company leased all its roads to the Atchison, Topeka and Santa Fé Railroad Company. The terms being that the latter Company is to receive all the earnings and to pay the interest on the bonded debt of the Pueblo and Arkansas Valley Railroad Company.

STATE OF KANSAS, }
COUNTY OF SHAWNEE, } ss.

A. A. ROBINSON, General Manager of the Pueblo and Arkansas Valley Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same declares them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June A. D. 1885, to the best of his knowledge and belief.

Signed,

A. A. ROBINSON,
General Manager.

[L. S.]

OF R. R.

Subscribed and sworn to before me this twenty-second day of October A. D. 1885.

WM. G. SUMYSER,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioner of Railroads this twenty-sixth day of October A. D. 1885.

HENRY FELKER,
Secretary.

REPORT

OF THE

Denver and Rio Grande Railway Co.

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|---------------------------------|--------------------------|-----------------------------|
| President | D. H. Moffatt..... |Denver, Colorado |
| Vice President | Ad. Engler..... |New York City, N. Y. |
| Secretary | William Wagner..... |New York City, N. Y. |
| Treasurer | William Wagner..... |New York City, N. Y. |
| Cashier | J. W. Gilluly..... |Denver, Colorado |
| General Superintendent..... | R. E. Ricker..... |Denver, Colorado |
| Assistant Gen. Superintendent.. | W. W. Borst..... |Denver, Colorado |
| Division Superintendents | W. W. Borst..... |South Pueblo, Colorado |
| | Cole Lydon..... |Alamosa, Colorado |
| | George W. Cook |Leadville, Colorado |
| | R. M. Ridgway..... |Salida, Colorado |
| Chief Engineer..... | F. P. King..... |Denver, Colorado |
| Superintendent of Telegraph... | R. A. Hutchinson |Denver, Colorado |
| Auditor | E. R. Murphy..... |Denver, Colorado |
| General Passenger Agent..... | S. K. Hooper |Denver, Colorado |
| Traffic Manager..... | A. S. Hughes |Denver, Colorado |
| General Solicitor | E. O. Wolcott |Denver, Colorado |
| Receiver..... | William S. Jackson |Denver, Colorado |

| NAMES OF DIRECTORS | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS | POSTOFFICE ADDRESS. |
|----------------------|---------------------|---------------------|-----------------------|
| D. H. Moffatt..... | Denver, Colorado... | W. L. Scott | ...Erie, Pennsylvania |
| Ad. Engler..... | N. Y. City, N. Y... | W. S. Cheeseman.... |Denver, Colorado |
| C. F. Woerishoffer.. | N. Y. City, N. Y. . | W. S. Jackson | Colorado Spr'gs, Col |
| William Wagner..... | N. Y. City, N. Y... | T. H. A. Tromp..... | The Hague, Holland |
| J. C. Reiff..... | N. Y. City, N. Y... | | |

Executive Committee—D. H. Moffatt, C. F. Woerishoffer, Ad. Engler, J. C. Reiff.

Date of annual election of Directors—First Monday in April.

Location of general offices—New York City.

Location of general office in this State—Denver, Colorado.

Name and address of person to whom correspondence concerning this report should be directed—D. H. Moffatt, President, Denver, Colorado.

CAPITAL STOCK.

| | |
|--|------------------|
| Amount authorized by articles of association..... | \$ 50,000,000 00 |
| Amount authorized by vote of the company..... | 38,000,000 00 |
| Number of shares issued—380,000. Amount paid in | 38,000,000 00 |
| Stock issued for account of construction and equipment..... | 38,000,000 00 |
| Total common stock issued..... | 38,000,000 00 |
| Amount of preferred stock..... | None |
| Amount of stock issued to build and equip the road..... | 38,000,000 00 |
| Am't of stock issued during last year and on what acc't was incr'se made | None |
| Total amount paid in as per books of the company..... | 38,000,000 00 |
| Amount of stock per mile of road..... | 28,853 45 |
| Amount of stock held in Colorado (273¾ shares)..... | 27,375 00 |
| Total number of stockholders (June 30, 1885)..... | 1,008 |
| Number of stockholders in Colorado..... | 17 |

When and to whom was the original stock owned by the company sold, and what was the cash value realized by the company for the same? Stock was issued to the several construction companies at par value for part cost of construction and equipment of the road.

A list of stockholders at the last election of directors, showing the name, residence and amount of stock owned by each, must be filed herewith.

BONDED DEBT.

| | |
|--|------------------|
| First mortgage bonds, date April 13, 1871, due November 1, 1900, rate of interest, 7 per cent | \$ 6,382,500 00 |
| Amount of interest paid on same during the year | None |
| First consolidated mortgage bonds, date Jan'y 1, 1880, due January 1, 1910, rate of interest, 7 per cent | 19,740,500 00 |
| Amount of interest paid on same during the year | None |
| General mortgage bonds, date October 8, 1883, due October 1, 1914, rate of interest, 5 per cent..... | 2,500,000 00 |
| Amount of interest paid on same during the year..... | None |
| Total bonded debt..... | \$ 28,623,000 00 |
| Amount of bonds issued to build and equip the road..... | \$ 28,623,000 00 |
| Amount of bonds issued during last year and on what account was increase made | None |
| Amount of bonded debt per mile of road..... | 21,733 48 |

FLOATING DEBT.

| | |
|--|------------------|
| Amount of debt not secured by mortgage: Practically nothing as of June 30, 1885 ..... | ..... |
| Total amount of paid-up stock and debt..... | \$ 66,623,000 00 |
| Amount of stock and debt per mile of road..... | \$0,586 93 |
| Amount and full description of bonds on branch or purchased lines, not covering main line..... | None |
| NOTE—On June 30, 1885, there were outstanding \$3,476,000 in certificates of the "Colorado Rolling Stock Trusts," representing balance yet to be paid for rolling stock furnished by said Trust. | |

ADDITIONAL QUESTIONS.

Date of original charter of the road, and that of any road consolidated with it, and the names of the companies? Articles of incorporation of the Denver and Rio Grande Railway Company, filed in the office of the Secretary of Territory of Colorado, October 27, 1870.

Rates and dates of all cash dividends on stock of original companies? $1\frac{1}{2}$ per cent., April 11, 1881; $1\frac{1}{2}$ per cent., July 11, 1881; $1\frac{1}{2}$ per cent., October 11, 1881; $1\frac{1}{2}$ per cent., January 14, 1882.

STATE OF COLORADO, }
COUNTY OF ARAPAHOE, } ss.

DAVID H. MOFFAT, President of the Denver and Rio Grande Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declares them to be a true, full, and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said Company, on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

Signed,

D. H. MOFFAT,

[L. S.]
OF R. R.

President.

Subscribed and sworn to before me, this twenty-eighth day of December, A. D. 1885.

W. B. FELKER,

Railroad Commissioner of Colorado.

Received and filed in the office of the Commissioner of Railroads this twenty-eighth day of December, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF

W. S. JACKSON, Receiver

OF THE

Denver and Rio Grande Railway,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE RECEIVER OPERATING.

| OFFICIAL POSITION. | NAME | LOCATION OF OFFICE. |
|-------------------------------|-------------------------------|---------------------|
| Treasurer..... | J. W. Gilluly..... | Denver |
| General Superintendent | R. E. Ricker..... | Denver |
| Asst. Gen. Superintendent ... | W. W. Borst..... | Denver |
| Division Superintendents..... | 1st Div., W. W. Borst ... | Pueblo |
| | 2d Div., Cole Lydon | Alamosa |
| | 3d Div., George W. Cook | Leadville |
| | 4th Div., R. M. Ridgway.. | Salida |
| Chief Engineer..... | F. P. King..... | Denver |
| Supt. of Telegraph..... | R. A. Hutchinson | Denver |
| Auditor..... | E. R. Murphy..... | Denver |
| General Passenger Agent..... | S. K. Hooper | Denver |
| General Freight Agent.. .. | A. S. Hughes | Denver |
| General Solicitor..... | E. O. Wolcott | Denver |
| Receiver..... | W. S. Jackson..... | Denver |

DESCRIPTION OF ROAD.

| | MILES. | |
|--|------------------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Denver to Utah—Colorado line | 400.79 | 460.79 |
| Length of double track on main line | 1.5 | 1.5 |
| Length of three-rail track on main line | 121.3 | 121.3 |
| BRANCHES | | |
| From Colorado Springs to Manitou | 131.39 | 131.39 |
| From Poncha to Chaffee | | |
| From Mears to Villa Grove | | |
| From Gunnison to Crested Butte | | |
| From coal and quarry branches | | 0 |
| From Salida to Leadville and branches | 144.58 | 144.58 |
| From Pueblo to Silverton | 579.12 | 423.92 |
| From Cuchara to El Moro | | |
| From Alamosa to Wagon Wheel Gap | | |
| From Antonito to Espanola | | |
| From Smelter Spurs | | |
| Total length of main line and branches | 1,315.88 | 1,160.68 |
| Aggregate length of sidings and other track not above | 160.54 | 156.07 |
| Aggregate length of track computed as single track, exclusive of sidings. (The increase is the third rail between Denver and Pueblo) | 1,376.33 | 1,221.33 |
| Number of miles of iron rail | 234.25 | 150.45 |
| Number of miles of steel rail | 1,081.63 | 1,010.23 |
| [Weight per yard, steel, 30, 35, 40 and 45 lbs.] | | |
| [Weight per yard, iron, 30 lbs.] | | |
| Gauge of track | 3 ft. and 4 ft. 8½ in. | |
| Number of miles of telegraph owned by this company | None | |
| Grade—Maximum per mile | 237 ft. | |
| Longest maximum | 2 8-10 miles | |
| Curvature—Shortest radius | 193.3 ft. | |
| Aggregate length of all radii | 377 88-100 miles | |
| Aggregate length of all tangents | 938 miles | |
| Total miles of road operated by this company | 1,315.88 | 1,160.68 |

STATIONS.

| | ENTIRE LINE. | IN COLORADO. |
|---|-----------------|-----------------|
| Number of stations on all roads owned by this company..... | 321 | 297 |
| Number of stations on all roads operated by this company..... | 321 | 297 |
| Number of "common points"..... | 10 | 10 |
| Number of telegraph offices in stations..... | 93 | 93 |

EMPLOYÉS.

| | Entire line. | In Colo- rado | Average salary per annum | Total salary |
|--|-----------------|------------------|--------------------------------|-----------------|
| Division and assistant superintendents. | 10 | ..... | \$ 2,825 27 | \$ 28,252 70 |
| Road-masters..... | 12 | ..... | 1,332 16 | 15,986 00 |
| Clerks in all offices..... | 244 | ..... | 970 78 | 236,871 60 |
| Master and assistant mechanics..... | 3 | ..... | 2,021 66 | 6,125 00 |
| Helpers in shops. | 711 | ..... | 753 85 | 535,956 75 |
| Train dispatchers .. | 13 | ..... | 1,368 50 | 17,791 66 |
| Conductors | 91 | ..... | 1,159 79 | 105,541 45 |
| Engineers | 166 | ..... | 1,352 06 | 224,442 40 |
| Firemen and wipers | 223 | ..... | 749 37 | 167,111 46 |
| Brakemen..... | 160 | ..... | 738 47 | 118,156 40 |
| Baggagemen..... | 37 | ..... | 853 12 | 31,565 68 |
| Flagmen, switch-tenders, gate-keepers and watchmen..... | 134 | ..... | 730 83 | 97,931 03 |
| Station agents..... | 91 | ..... | 937 32 | 85,296 66 |
| Telegraph operators..... | 64 | ..... | 668 73 | 42,799 16 |
| Section foremen..... | 225 | ..... | 718 92 | 161,758 32 |
| Section laborers..... | 940 | ..... | 459 91 | 432,316 66 |
| Other employés..... | 1,072 | ..... | 538 77 | 577,521 22 |
| Total number persons regularly employed | 4,196 | ..... | ..... | ..... |
| Total amount paid employés..... | ..... | ..... | ..... | \$ 2,885,424 75 |

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|--|-------|----------------------|
| Wooden truss bridges | 117 | 8,142 feet |
| Combination bridges .....None | ..... | ..... |
| Iron bridges..... | 10 | 1,225 feet |
| Wooden trestle and pile | 1,353 | 81,104 feet |
| Iron trestle..... | 1 | 80 feet |
| Stone bridges .....None | ..... | ..... |
| ARCH CULVERTS AND VIADUCTS IN COLORADO. | | |
| With opening twenty feet or more.....None | ..... | ..... |
| Less than twenty feet opening..... | 13 | ..... |
| BOX CULVERTS IN COLORADO. | | |
| Timber..... | 1,410 | ..... |
| Stone | 18 | ..... |
| CATTLE GUARDS. | | |
| Number in Colorado.....No data | ..... | ..... |
| Amount of timber used in renewals of wooden bridges during the year feet, (B. M.).....No data | ..... | ..... |
| Amount of trestle work replaced with earth during the year (lineal feet) ..... | ..... | 450 feet |
| Timber culverts replaced with stone.. .....None | ..... | ..... |
| Timber culverts replaced with sewer pipe.. | 12 | ..... |
| Timber culverts replaced with timber..... | 106 | ..... |

Give the average number of years the trestle and pile bridges last on your road in Colo-
rado? Five

Give the average number of years that wooden truss bridges last on your road in Colo-
rado? Eight.

ROAD-BED AND TRACK IN COLORADO.

| | |
|--|---|
| Number of track sections..... | 225 |
| Average length of sections..... | 5.85-100 miles |
| Average number of men in each section gang..... | 5 |
| Average number of ties per mile of road | 3,150 |
| Number of new ties laid in track during the year | 303,996 |
| Average number of new ties per mile of road..... | 276 38-100 |
| New rails laid in track during the year—iron [.....tons] miles..... | None |
| New rails laid in track during the year—steel (481 $\frac{1}{2}$ $\frac{1}{4}$ tons). Miles | 9 $\frac{1}{2}$ $\frac{1}{4}$ $\frac{1}{8}$ |
| Total track laid with new rail during the year..... Miles | 9 $\frac{1}{2}$ $\frac{1}{4}$ $\frac{1}{8}$ |

Average life of iron rails on main line? No data.
Average life of iron rails on branches? No data.
Average life of steel rails on main line? No data.
Average life of steel rails on branches? No data.
Average life of ties? Five to eight years.
Average life of joint fastenings? No data.
Average life of frogs? No data.

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality.

Denver and New Orleans near mile post No. 4.

Denver Circle near mile post No. 5.

Atchison, Topeka and Santa Fé at Pueblo.

Atchison, Topeka and Santa Fe near El Moro.

Atchison, Topeka and Santa Fe near mile post No. 146.6.

Denver, South Park and Pacific near Nathrop.

Denver, South Park and Pacific at Gunnison City.

What railroads cross your road, either over or under, and at what locality:

Atchison, Topeka and Santa Fe near Swallows, overhead.

Atchison, Topeka and Santa Fe near Florence, overhead.

| | |
|---|---------|
| Number of highway crossings at grade..... | No data |
|---|---------|

| | |
|---|---|
| Number of highway crossings over railroad | 2 |
|---|---|

Number of highway crossings under railroad. None, but some bridges are used as such.

| | |
|---|----------|
| Number of highway bridges eighteen feet above track..... | 2 |
|---|----------|

| | |
|---|------|
| Number of highway bridges less than eighteen feet above track | None |
|---|------|

FENCING IN COLORADO.

| | |
|---|-------------|
| How many miles of your road in Colorado are fenced?..... | 19.4 miles |
| What is the average cost per rod? | 77 cents |
| What is the total cost of same?..... | \$ 4,780 10 |
| How many miles of new fencing have you built during the year? | 10.2 |

ROLLING STOCK.

| | LEASED. | OWNED. | TOTAL. | AVERAGE LIFE IN YEARS. |
|--|-------------------------|--------|--------|------------------------------|
| Number of passenger locomotives..... | ..... | ..... | 58 | ..... |
| Number of freight locomotives..... | ..... | ..... | 172 | ..... |
| Number of switch locomotives..... | ..... | ..... | 9 | ..... |
| Number of passenger cars..... | ..... | ..... | 84 | ..... |
| Number of baggage, mail and express cars ..... | ..... | ..... | 89 | ..... |
| Number of chair cars..... | ..... | ..... | 12 | ..... |
| Number of box freight cars..... | ..... | ..... | 2,656 | ..... |
| Number of stock cars..... | ..... | ..... | 443 | ..... |
| Number of platform and coal cars ..... | ..... | ..... | 2,541 | ..... |
| Number of other cars ..... | ..... | ..... | 178 | ..... |
| Total number of cars..... | ..... | ..... | 6,003 | ..... |
| Maximum weight of locomotives and tenders..... | | | | 48 tons |
| Average weight of locomotives and tenders | | | | 36 tons |
| Number of locomotives equipped with train brake..... | | | | 230 |
| Kind of brake | Westinghouse air brake. |  |  | ..... |
| Maximum weight of passenger cars..... | | | | 16½ tons |
| Average weight of passenger cars..... | | | | 12½ tons |
| Number of cars equipped with air brake | | | | 6,003 |
| Kind of brake | Westinghouse air |  |  | ..... |
| Number of passenger cars equipped with Miller platform and buffer | | | | 187 |
| The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight: Weight of engine..... | | | | No data |

MILEAGE, TRAFFIC, ETC.

| | |
|--|-----------|
| Miles run by passenger trains during the year..... | 1,151,324 |
| Miles run by freight trains during the year | 1,406,395 |
| Miles run by switching trains during the year .. | No data |
| Miles run by other trains during the year..... | No data |
| Total train mileage..... | 2,557,719 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|------------------------|
| Average number of cars in passenger trains | 4 $\frac{3}{4}$ |
| Average weight of passenger trains, exclusive of passengers | 94 tons |
| Average number of cars in freight trains | 18 $\frac{3}{4}$ |
| Average weight of freight trains, exclusive of freight | 148 $\frac{1}{2}$ tons |

PASSENGER TRAFFIC.

| | |
|--|------------|
| Number of through passengers carried..... | 30,012 |
| Number of local passengers carried..... | 197,436 |
| Total number of passengers carried | 234,048 |
| Total passenger mileage or passengers carried one mile | 21,369,190 |
| Average distance traveled by each passenger .. | 92 miles |
| Average amount received from each passenger | \$ 4 37 |
| Highest rate of fare per mile for any distance..... | 10 cents |
| Lowest rate of fare per mile for any distance .. | 1 cent |
| Average rate of fare per mile for all passengers | 4.38 cents |
| Average cost per mile per passenger..... | 5.47 cents |
| Average cost per mile per passenger in Colorado..... | 5.47 cents |
| Average rate paid per mile per passenger in Colorado. (Practically)..... | 4.38 cents |

EXCURSION TRAINS IN COLORADO.

| | |
|---|--------------|
| Total number of miles trains run | No record |
| Total number of passengers carried..... | 10,481 |
| Total movement of passengers (carried one mile) | 1,384,365 |
| Total amount of excursion earnings..... | \$ 27,050 25 |
| Total expense of excursion trains | No record |
| Average number of miles each passenger carried | 132 |
| Average rate per mile per passenger | 1.95 cents |

FREIGHT TRAFFIC.

| | |
|--|-------------|
| Number of tons of through freight carried..... | 107,768 |
| Number of tons of local freight carried..... | 895,898 |
| Total tons of freight carried | 1,003,666 |
| Total mileage of through freight (tons carried one mile) | 27,340,278 |
| Total mileage of local freight (tons carried one mile) | 108,153,146 |
| Total freight mileage, or tons carried one mile..... | 135,493,424 |
| Average rate per ton per mile received for through freight | 2 14 cts |
| Average rate per ton per mile received for local freight..... | 3.18 cts. |
| Average rate per ton per mile received on all freight | 2 97 cts |
| Average cost per ton per mile to move local freight | 1 66 cts. |
| Average cost per ton per mile to move through freight..... | 1.66 cts. |
| Average cost per ton per mile to move all freight..... | 1.66 cts. |

TONS PER CENT.

| | | |
|---|---------|----|
| Percentage of freight originating at and carried to stations in Colorado, to total freight carried in Colorado. (This should not include fuel or any material for the use of the road) Estimated | 806,000 | 81 |
|---|---------|----|

CAR MILEAGE.

| | |
|--|--|
| Number of miles run by loaded freight cars east and south..... | } 19,150,763 |
| Number of miles run by loaded freight cars west and north..... | |
| Number of miles run by empty freight cars east and south..... | } 7,172,821 |
| Number of miles run by empty freight cars west and north..... | |
| Total freight car mileage | 26,323,584 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south | } Empty, 32 7/8 per cent Loaded 18 1/8 per cent |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north | |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado..... | |

SPEED OF TRAINS IN COLORADO.

| | |
|--|-------------------------|
| Rate of speed of passenger trains, including stops, miles..... | 22 (at 26 1/2) per hour |
| Rate of speed of freight trains, including stops, miles | 10 (at 15) per hour |

TONNAGE OF ARTICLES TRANSPORTED
IN COLORADO.

| | TONS. | PER CENT. |
|---|----------------|-----------|
| Grain | 21,004 | 02 |
| Flour..... | 19,591 | 02 |
| Animals | 15,023 | 02 |
| Other agricultural products | 22,166 | 02 |
| Iron, lead and mineral products | 251,924 | 25 |
| Lumber and forest products..... | 43,940 | 04 |
| Coal, coke and charcoal | 410,994 | 41 |
| Plaster, lime, cement, salt..... | 9,284 | 01 |
| Petroleum and oil | In merchandise | ..... |
| Steel and castings..... | In merchandise | ..... |
| Stone and brick | 90,658 | 9 |
| Manufactures—articles shipped from point of production | In merchandise | ..... |
| Merchandise and other articles not enumerated above | 119,082 | 12 |
| Total tons carried | 1,003,666 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|---|--------------|-----------------|
| Earnings—Passenger—From local passengers | \$738,910 30 | ..... |
| From through passengers..... | 271,181 77 | ..... |
| From all passengers, including excess baggage | 13,676 90 | \$ 1,023,768 97 |
| From express and baggage..... | | 272,893 08 |
| From mails..... | | 107,136 59 |
| From other sources passenger department | | 1,290 29 |
| Total earnings passenger department | | \$ 1,405,088 93 |
| Total passenger earnings in Colorado. Practically the same..... | | \$ 1,405,088 93 |

ANALYSIS OF EARNINGS.—CONTINUED.

| | | |
|---|-----------------|-----------------|
| Earnings per train mile (1,151,324 miles) including mails and express..... | \$1 22 | ..... |
| Earnings per mile entire line (1,317 miles)..... | | 1,066 89 |
| Earnings per mile in Colorado (1,317 miles); practically the same... | | 1,066 89 |
| Earnings—Freight—From local..... | \$ 3,442,302 26 | |
| From through..... | 555,564 59 | |
| From other sources freight department | 25,398 09 | |
| Total earnings freight department..... | | \$ 4,023,264 94 |
| Total freight earnings in Colorado. Practically the same | | \$ 4,023,264 94 |
| Earnings per train mile (1,406,395 miles). | \$ 2 88 | |
| Earnings per mile entire line (1,317 miles) | | 3,077 69 |
| Earnings per mile in Colorado (1,317 miles); practically the same... | | 3,077 66 |
| Earnings per mile in mails, express and other sources..... | \$406,715 05 | 308 82 |
| Earnings per mile in mails, express and other sources in Colorado. Practically the same | | 308 82 |
| Total tariff earnings for the year ending June 30, 1885 } | | |
| Total pool earnings for the year ending June 30, 1885 } | | |
| NOTE.—We received on account Pools during the year net, about \$11,000 which should not be taken into transportation account. | | |
| Total transportation earnings, being also traffic earnings | | \$ 5,458,353 87 |
| Earnings per train mile run from all trains earning revenue (2,557,719 miles) | \$ 2 13 | |
| Earnings per mile of road operated (1,317 miles) | \$4,144 55 | |
| Rents received for use of road..... | | 14,000 24 |
| Rents received for use of stations, etc., | | 12,480 66 |
| Car mileage (credit balance); it is debt balance .. | | |
| Earnings from all other sources | None | |
| Total earnings from all sources | | \$ 5,485,434 77 |

What per cent. are the earnings in Colorado of the earnings of the entire line? Practically 100 per cent.

Of the earnings of the entire line, what is the ratio of the passenger to the freight? Excluding mail, express and miscellaneous, 1 as to 4.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

| | |
|--|-----------------|
| CLASS I—MAINTENANCE OF WAY AND BUILDINGS. | |
| Repairs of road-bed and track..... | \$ 918,367 37 |
| Renewal of rails. All steel | 14,165 10 |
| [Number tons laid, steel, about 315]. | |
| [Number tons laid, iron, none.] | |
| Renewal of ties | 113,227 03 |
| [Number laid] About 283,000 | |
| Repairs of bridges, including culverts and cattle guards | 188,641 56 |
| Repairs of fences, road crossings and signs..... | 3,036 84 |
| Repairs of buildings, stations and water tanks | 98,259 82 |
| Total..... | \$ 1,335,698 32 |
| CLASS II—MAINTENANCE OF MOTIVE POWER AND CARS. | |
| Repairs of locomotives..... | \$ 259,318 74 |
| Repairs of passenger cars..... | 66,812 93 |
| Repairs of freight cars..... | 141,288 78 |
| Total..... | \$ 467,420 45 |
| CLASS III—CONDUCTING TRANSPORTATION | |
| Fuel for locomotives..... | \$ 277,519 56 |
| Water supply | 38,114 80 |
| Oil and waste..... | 108,863 93 |
| Locomotive service.. . | 334,371 68 |
| Passenger train service..... | 66,098 49 |
| Passenger train supplies .. | 24,093 83 |
| Mileage of passenger cars (debit balance) | 3,205 11 |
| Freight train service .. | 152,042 44 |
| Freight train supplies | 36,628 77 |
| Mileage of freight cars (debit balance)..... | 8,653 56 |
| Telegraph expenses (maintenance and operating) | 55,661 97 |
| Damage and loss of freight and baggage..... | 1,864 95 |

EXPENSES OF OPERATING.—CONTINUED.

| | |
|---|-----------------------------|
| Damages to property and cattle..... | 19,485 89 |
| Personal injuries | 7,581 04 |
| Outside agencies and advertising..... | 31,713 96 |
| Agents and station service..... | 230,512 58 |
| Station supplies..... | 10,694 78 |
| All other conducting transportation expenses | 225,082 41 |
| Total..... | \$ 1,632,189 75 |
| Salaries of general officers and clerks... .. | \$ 106,118 54 |
| Legal expenses..... | 19,075 79 |
| Insurance | 19,588 35 |
| Stationery and printing..... | 12,346 98 |
| Contingencies | 26,237 40 |
| Taxes in Colorado... { \$ 226,313 16 } | Total taxes..... 226,313 16 |
| Taxes in other States { } | |
| Total | \$ 409,680 22 |
| RECAPITULATION OF EXPENSES. | |
| Maintenance of way and buildings..... | \$ 1,335,698 32 |
| Maintenance of motive power and cars..... | 467,420 45 |
| Conducting transportation..... | 1,632,189 75 |
| General expenses, including taxes | 409,680 22 |
| Total operating expenses and taxes | \$ 3,844,988 74 |
| Operating expenses and taxes per mile of road operated [1,317 miles]..... | \$ 2,919 50 |
| Operating expenses and taxes per train mile for trains earn- ing revenue, [2,557,719 miles]..... | 1 50 |
| Expenses of running and management of passenger trains..... | \$ 287,946 48 |
| Expenses of running and management of passenger trains per train mile... | 25 |
| Expenses of running and management of freight trains..... | 711,672 22 |
| Expenses of running and management of freight trains per train mile..... | 50 |
| Expenses of running and management of all trains earning revenue..... | \$ 1,999,618 70 |
| Percentage of expenses to earnings { Including taxes and insurance | 70.10 per ct. |
| { Excluding taxes and insurance..... | 65.61 per ct. |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE | NET EARNINGS | PERCENTAGE. |
|----------------|-----------------|-----------------|--------------------|-----------------|-----------------------------|-----------------|-------------|
| 1884 | | | | | | | |
| July..... | \$ 220,828 65 | \$ 56,861 68 | \$ 25,890 66 | \$ 303,580 99 | ..... | \$ 131,751 56 | 56.60 |
| August..... | 328,229 35 | 105,857 20 | 42,269 64 | 476,356 19 | ..... | 175,514 46 | 63.16 |
| September..... | 368,917 27 | 109,405 03 | 43,634 98 | 521,957 28 | ..... | 224,565 71 | 56.97 |
| October..... | 417,269 29 | 112,836 64 | 37,179 18 | 567,285 11 | ..... | 264,642 57 | 53.35 |
| November..... | 344,355 60 | 81,817 97 | 36,285 25 | 462,458 82 | ..... | 151,925 84 | 67.14 |
| December..... | 308,856 11 | 74,982 45 | 37,520 29 | 421,358 85 | ..... | 110,194 79 | 73.85 |
| 1885- | | | | | | | |
| January..... | 311,737 47 | 63,238 28 | 30,364 79 | 405,340 54 | ..... | 73,455 54 | 81.88 |
| February..... | 312,189 60 | 52,442 38 | 30,676 46 | 395,308 44 | ..... | 97,674 97 | 75.30 |
| March..... | 387,974 54 | 69,991 87 | 33,495 93 | 491,462 34 | ..... | 179,853 30 | 63.40 |
| April..... | 324,285 26 | 87,382 54 | 37,990 75 | 449,658 55 | ..... | 135,606 61 | 69.84 |
| May..... | 327,428 39 | 99,071 82 | 38,825 84 | 465,326 05 | ..... | 164,225 51 | 64.70 |
| June..... | 375,795 32 | 109,887 11 | 39,665 18 | 525,341 61 | ..... | 176,936 68 | 66.32 |
| Totals..... | \$ 4,027,866 85 | \$ 1,023,768 97 | \$ 433,798 95 | \$ 5,485,434 77 | ..... | \$ 1,886,347 54 | 65.61 |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES-ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR - DECREASE. | EXCESS OF EX- PENSES. | PERCENT- AGE. |
|----------------|-------------------------------|-----------------|---------------|-----------------|---------------------------------|--------------------------|------------------|
| 1884 | | | | | | | |
| July..... | \$ 74,641 17 | \$ 87,080 25 | \$ 10,108 01 | \$ 171,829 43 | ..... | ..... | ..... |
| August..... | 128,752 81 | 158,972 02 | 13,116 90 | 300,841 73 | ..... | ..... | ..... |
| September..... | 128,379 64 | 155,756 61 | 13,255 32 | 297,391 57 | ..... | ..... | ..... |
| October..... | 139,749 40 | 148,274 22 | 14,618 92 | 302,642 54 | ..... | ..... | ..... |
| November..... | 142,841 83 | 153,877 98 | 13,813 17 | 310,532 98 | ..... | ..... | ..... |
| December..... | 162,409 97 | 134,297 71 | 14,456 38 | 311,164 06 | ..... | ..... | ..... |
| 1885 | | | | | | | |
| January..... | 157,061 14 | 160,955 43 | 13,868 43 | 331,885 00 | ..... | ..... | ..... |
| February..... | 140,925 21 | 144,840 87 | 11,867 39 | 297,633 47 | ..... | ..... | ..... |
| March..... | 143,109 65 | 152,500 90 | 15,998 49 | 311,609 04 | ..... | ..... | ..... |
| April..... | 133,836 51 | 165,160 65 | 15,054 78 | 314,051 94 | ..... | ..... | ..... |
| May..... | 133,458 14 | 153,566 64 | 14,075 76 | 301,100 54 | ..... | ..... | ..... |
| June..... | 147,024 28 | 187,835 49 | 13,545 16 | 348,404 93 | ..... | ..... | ..... |
| Total..... | \$ 1,632,189 75 | \$ 1,803,118 77 | \$ 163,778 71 | \$ 3,599,087 23 | ..... | ..... | ..... |

GENERAL EXHIBIT.

| | |
|--|-----------------|
| Total earnings | \$ 5,485,434 77 |
| Total expenses, including taxes and insurance..... | 3,844,988 74 |
| Net earnings | 1,640,446 03 |

INCOME ACCOUNT.

| | |
|---|----------------|
| Income from earnings | \$5,485,434 77 |
| Income from other sources..... | 82,280 03 |
| Total income from all sources for the year..... | \$5,567,714 80 |

GENERAL RECAPITULATION.

| | |
|--|-----------------|
| Total income | \$5,567,714 80 |
| Total operating expenses, taxes and insurance..... | 3,844,988 74 |
| Net income above operating expenses, taxes and insurance..... | 1,640,446 06 |
| Net income above operating expenses, taxes, and other income charges, including betterments..... | \$1,434,229 04 |
| Gross income per train mile run (2,557,719 miles) | \$ 5,458,353 87 |
| Net income per train mile run (2,557,719 miles) | 1,722,517 67 * |

* \$1,722,517 67, this is receiver's net income exclusive of betterment expenditures and interest on bonds.

GENERAL BALANCE SHEET,

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE DENVER AND RIO GRANDE RAILWAY, W. S. JACKSON, Receiver.

| LIABILITIES. | AMOUNT. | ASSETS. | AMOUNT. |
|--------------------------------|----------------|--|----------------|
| Foreign roads | \$ 6,411 03 | Agents and conductors | \$ 150,006 08 |
| Bills payable | 10,000 00 | United States government.... | 32,667 87 |
| Vouchers..... | 150,612 86 | Materials and supplies..... | 625,522 68 |
| Pay rolls | 250,506 89 | County scrip..... | 6,949 33 |
| Pay checks | 109,526 77 | Individuals and companies... | 87,479 94 |
| Unclaimed wages | 10,494 93 | Cash..... | 261,857 19 |
| D. & R. G assets collected.... | 1,020,316 92 | D. & R. G R'y Co. liabilities paid | 1,827,615 35 |
| Income | 1,434,229 04 | | |
| Total | \$2,992,098 44 | Total | \$2,992,098 44 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS, YEAR ENDING JUNE 30, 1885.

| STATIONS. | Agricultural products. Tons. | Products of mines Tons | Products of forests. Tons. | Live stock. Tons | Merchandise & Miscella- neous. Tons |
|-----------------------|---------------------------------|---------------------------|-------------------------------|---------------------|---|
| Acequia | 106 | ..... | ..... | ..... | ..... |
| Apishapa ..... | ..... | ..... | 3,374 | 11 | 30 |
| Alamosa | 338 | 28 | 28 | 352 | 586 |
| Antonito | 238 | ..... | 20 | 32 | 475 |
| Amargo ..... | ..... | ..... | ..... | ..... | 145 |
| Arboles ..... | ..... | ..... | ..... | 32 | 18 |
| Animas ..... | ..... | ..... | 16 | ..... | ..... |
| Alcalde ..... | ..... | ..... | ..... | ..... | 2 |
| Americus ..... | ..... | 1,391 | 8 | ..... | 3 |
| Ames ..... | ..... | 639 | 9 | ..... | ..... |
| Allen's ..... | ..... | ..... | 1,595 | ..... | ..... |
| Alicante ..... | ..... | ..... | 252 | ..... | 1 |
| Almont ..... | ..... | ..... | ..... | ..... | 1 |
| Anthracite ..... | ..... | 371 | ..... | ..... | ..... |
| Alder | 30 | 10 | 104 | ..... | ..... |
| Burnham | 240 | 20 | ..... | ..... | 459 |
| Borst's | 43 | ..... | 389 | ..... | ..... |
| Butte | 164 | ..... | ..... | ..... | 17 |
| Bridge 3 ..... | ..... | 4,635 | ..... | ..... | ..... |
| Beaver ..... | ..... | ..... | ..... | ..... | 44 |
| Blodgett's ..... | ..... | 24 | ..... | ..... | ..... |
| Benton ..... | ..... | ..... | ..... | ..... | 1 |
| Blackburn ..... | ..... | 607 | ..... | ..... | 2 |
| Badger ..... | ..... | ..... | ..... | ..... | 1 |
| Bessemer ..... | ..... | 1,302 | ..... | 2,352 | 5,839 |
| Barnes ..... | ..... | ..... | 2,212 | ..... | 1 |
| Bridge Transfer ..... | ..... | ..... | ..... | ..... | 5 |
| Big Horn ..... | ..... | ..... | 16 | ..... | ..... |
| Bocea ..... | ..... | ..... | 37 | ..... | ..... |
| Brown's Cañon | 18 | 3,458 | 120 | ..... | 12 |
| Buena Vista | 1,839 | 498 | 55 | 362 | 1,120 |
| Bangs ..... | ..... | 969 | 836 | ..... | 12 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES RECEIVED AT STATIONS, YEAR ENDING JUNE 30, 1885.

| STATIONS. | Agricultural products Tons. | Products of mines. Tons. | Products of forests. Tons. | Live stock. Tons. | Merchandise & miscellan- eous. Tons |
|----------------------|-----------------------------------|--------------------------------|----------------------------------|----------------------|---|
| Acequia | 5 | 20 | 34 | ..... | 49 |
| Apache..... | ..... | ..... | ..... | ..... | 2 |
| Apishapa..... | 117 | 9 | ..... | ..... | 218 |
| Alicante..... | ..... | ..... | ..... | ..... | 23 |
| Alder Creek..... | ..... | ..... | ..... | ..... | 25 |
| Almont ..... | ..... | ..... | ..... | ..... | 16 |
| Anthracite | 36 | ..... | ..... | ..... | 7 |
| Alamosa | 329 | 861 | 208 | 64 | 1,176 |
| Antonito..... | 60 | 65 | ..... | 24 | 426 |
| Azotea ..... | ..... | ..... | ..... | ..... | 11 |
| Amargo | 66 | ..... | 25 | 24 | 141 |
| Arboles..... | 13 | ..... | ..... | ..... | 71 |
| Animas ..... | ..... | 72 | 10 | ..... | ..... |
| Alcalde..... | ..... | ..... | ..... | ..... | 3 |
| Americus..... | 12 | ..... | 8 | ..... | 12 |
| Allens ..... | ..... | ..... | ..... | ..... | ..... |
| Burnham ..... | ..... | 1,961 | 193 | ..... | 157 |
| Butte..... | ..... | ..... | ..... | ..... | 24 |
| Bridge 2..... | ..... | ..... | ..... | ..... | ..... |
| Beaver ..... | ..... | ..... | ..... | ..... | 15 |
| Bridge 3..... | ..... | ..... | ..... | ..... | 13 |
| Benton..... | ..... | ..... | ..... | ..... | 2 |
| Blackburn | 6 | ..... | ..... | ..... | 30 |
| Badger ..... | ..... | ..... | ..... | ..... | 14 |
| Bessemer..... | 67 | 75,788 | 550 | 16 | 4,143 |
| Barnes ..... | ..... | ..... | ..... | ..... | 12 |
| Blanca..... | ..... | ..... | ..... | ..... | 1 |
| Baldy..... | ..... | ..... | 8 | ..... | 7 |
| Bridge Transfer..... | ..... | ..... | 5 | ..... | 6 |
| Big Horn ..... | ..... | ..... | ..... | ..... | 13 |
| Bocea | 7 | ..... | 32 | ..... | 8 |
| Barranca | 18 | ..... | ..... | ..... | 57 |

COMMODITIES SHIPPED FROM STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural products Tons. | Products of mines Tons. | Products of forests. Tons. | Live stock. Tons. | Merchandise & miscellan- eous Tons. |
|------------------------|-----------------------------------|-------------------------------|----------------------------------|----------------------|---|
| Bennetts ..... | ..... | ..... | 1,031 | ..... | ..... |
| Barretts ..... | ..... | 95 | 106 | ..... | ..... |
| Bird's Eye ..... | ..... | 12 | 287 | ..... | ..... |
| Borden's Ranch | 42 | ..... | ..... | ..... | ..... |
| Bridgeport ..... | ..... | ..... | ..... | ..... | 2 |
| Barranca ..... | ..... | ..... | ..... | ..... | 60 |
| Castle Rock | 16 | 3,017 | ..... | 40 | 24 |
| Colorado Springs | 222 | 20 | 109 | 348 | 1,448 |
| Colorado City ..... | ..... | 381 | ..... | ..... | 576 |
| Cape Horn ..... | ..... | 25,708 | ..... | ..... | ..... |
| Coal Creek ..... | ..... | 65,852 | ..... | ..... | 80 |
| Cañon | 248 | 2,017 | 17 | ..... | 5,566 |
| Cotopaxi | 439 | 8 | ..... | ..... | 159 |
| Coal Switch ..... | ..... | 2,228 | 29 | ..... | ..... |
| Cleora ..... | ..... | 8 | 59 | ..... | ..... |
| Cuchara ..... | ..... | ..... | ..... | 32 | 22 |
| Christo ..... | ..... | ..... | 272 | ..... | 4 |
| Chama ..... | ..... | ..... | ..... | 278 | 402 |
| Carracas ..... | ..... | ..... | ..... | 16 | 29 |
| Carbon ..... | ..... | 4,138 | ..... | ..... | 1 |
| Cascade | 42 | ..... | ..... | ..... | ..... |
| Cleveland Mine ..... | ..... | 10 | ..... | ..... | ..... |
| Chamita ..... | ..... | ..... | ..... | ..... | 65 |
| Calumet ..... | ..... | 6,048 | 1,195 | ..... | 64 |
| Crane's Park ..... | ..... | 1,131 | 8 | ..... | ..... |
| Chute's ..... | ..... | ..... | 1,890 | ..... | ..... |
| Crookton | 346 | ..... | 6 | ..... | ..... |
| Crested Butte ..... | ..... | 53,957 | 187 | ..... | 112 |
| Currecanti ..... | ..... | ..... | ..... | ..... | 1 |
| Cerro ..... | ..... | ..... | ..... | ..... | ..... |
| Cimarron | 18 | ..... | 40 | ..... | 9 |
| Cedar Creek ..... | ..... | ..... | ..... | ..... | 1 |

COMMODITIES RECEIVED AT STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural Products Tons. | Products of Mines. Tons. | Products of Forests. Tons. | Live stock. Tons. | Merchandise & miscellan- eous. Tons. |
|-----------------------|-----------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Browns' Cañon..... | 12 | ..... | 10 | ..... | 69 |
| Buena Vista..... | 633 | 14,837 | 162 | 280 | 510 |
| Barretts..... | ..... | ..... | ..... | ..... | 8 |
| Bangs ..... | ..... | ..... | ..... | ..... | 33 |
| Bird's Eye..... | ..... | ..... | ..... | ..... | 9 |
| Babbitts ..... | ..... | ..... | ..... | ..... | 1 |
| Bridge 13..... | ..... | ..... | ..... | ..... | 1 |
| Bridge 17..... | ..... | ..... | ..... | ..... | 1 |
| Bridge 94..... | ..... | ..... | ..... | ..... | 1 |
| Bridgeport ..... | ..... | ..... | ..... | ..... | 21 |
| Castle Rock..... | 45 | 185 | 16 | ..... | 248 |
| Colorado Springs..... | 3,486 | 7,863 | 848 | 388 | 3,873 |
| Colorado City..... | ..... | 103 | ..... | ..... | 159 |
| Cape Horn ..... | ..... | ..... | ..... | ..... | 28 |
| Carlisle ..... | ..... | ..... | ..... | 16 | 2 |
| Coal Creek..... | 3,241 | 7 | 673 | 16 | 1,390 |
| Cañon | 1,499 | 7,138 | 1,037 | ..... | 1,610 |
| Cotopaxi..... | 8 | 8 | ..... | ..... | 120 |
| Coal Switch..... | 30 | 98 | ..... | ..... | ..... |
| Cleora ..... | ..... | ..... | ..... | ..... | 1 |
| Cuchara | 23 | ..... | 10 | ..... | 56 |
| Chicosa ..... | ..... | ..... | ..... | ..... | 7 |
| Cumbres ..... | ..... | ..... | ..... | ..... | 28 |
| Cresco ..... | ..... | ..... | ..... | ..... | ..... |
| Coxo ..... | ..... | ..... | ..... | ..... | 21 |
| Chama..... | 148 | ..... | 30 | 28 | 307 |
| Carracas | 18 | ..... | ..... | ..... | 24 |
| Carbon ..... | ..... | ..... | 16 | ..... | 11 |
| Cascade..... | ..... | ..... | ..... | ..... | 15 |
| Comanche ..... | ..... | ..... | ..... | ..... | 1 |
| Chamita | 16 | ..... | 12 | ..... | 61 |
| Calumet..... | 155 | 13 | ..... | ..... | 73 |

COMMODITIES SHIPPED FROM STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural Products Tons. | Products of mines. Tons. | Products of Forests. Tons. | Live stock. Tons. | Merchandise & miscellan- eous. Tons. |
|--------------------|-----------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Colorow..... | 56 | ..... | ..... | ..... | ..... |
| Coxo..... | ..... | ..... | ..... | ..... | 3 |
| Carlisle..... | ..... | ..... | ..... | ..... | 1 |
| Chicosa..... | ..... | 9 | ..... | ..... | ..... |
| Cumbres..... | ..... | ..... | ..... | ..... | ..... |
| Cresco..... | ..... | ..... | ..... | ..... | 3 |
| Denver..... | 27,788 | 27,170 | 1,849 | 1,966 | 46,815 |
| Douglas..... | ..... | 2,289 | ..... | ..... | 71 |
| Del Norte..... | 56 | 96 | 79 | ..... | 285 |
| Durango..... | 673 | 3,496 | 192 | 864 | 1,516 |
| Dillon..... | 5 | 23 | 11 | 120 | 32 |
| Doyle..... | 309 | ..... | 8 | ..... | 1 |
| Delta..... | 61 | ..... | ..... | 120 | 129 |
| Dominguez..... | ..... | ..... | ..... | ..... | 7 |
| Darby..... | ..... | ..... | 19 | ..... | ..... |
| Davenport..... | 21 | ..... | 64 | ..... | ..... |
| Dornick..... | ..... | 42 | ..... | ..... | 4 |
| Embudo..... | 5 | ..... | ..... | ..... | 101 |
| Espanola..... | ..... | ..... | ..... | ..... | 51 |
| Escalante..... | ..... | ..... | ..... | ..... | 1 |
| Edgerton..... | ..... | ..... | ..... | ..... | ..... |
| East River..... | 36 | ..... | ..... | ..... | ..... |
| Excelsior..... | ..... | ..... | ..... | 104 | ..... |
| Eagle Park..... | ..... | 1 | 1,422 | ..... | 8 |
| El Moro..... | 18 | 136,230 | 10 | 200 | 3,188 |
| El Moro Mines..... | 30 | 100,493 | ..... | ..... | ..... |
| El Moro Ovens..... | 4,515 | ..... | ..... | ..... | 2,445 |
| Fountain..... | 107 | ..... | ..... | ..... | 1 |
| Florence..... | 113 | ..... | ..... | 920 | 185 |
| Florida..... | 16 | ..... | 17 | ..... | 5 |
| Fremont..... | ..... | 13 | 71 | ..... | ..... |
| Frisco..... | ..... | 17 | 59 | ..... | 3 |

COMMODITIES RECEIVED AT STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural products. Tons. | Products of mines. Tons. | Products of forests. Tons. | Live stock Tons. | Merchandise & miscellan- eons. Tons. |
|---------------------|------------------------------------|--------------------------------|----------------------------------|---------------------|--|
| Crane's Park | 6 | | | | 12 |
| Crookton | | | | | 28 |
| Chester | | | | | |
| Crested Butte | 783 | 1,000 | 91 | 10 | 1,167 |
| Cebolla | | | | | 1 |
| Currecanti | | | | | 17 |
| Crystal Creek | | | | | 20 |
| Cimarron | | | 44 | 648 | 173 |
| Cerro | | | | | 16 |
| Cedar Creek | | | | | 29 |
| Colorow | | | | | 17 |
| Crevasse | | | | | 11 |
| Denver | 7,349 | 179,661 | 6,871 | 6,256 | 33,972 |
| Douglas | | | | | 11 |
| Devil's Hole | | | | | 12 |
| Del Norte | 298 | 81 | 198 | 32 | 928 |
| Durango | 2,287 | 14,820 | 995 | 228 | 3,358 |
| Dillon | | | 16 | 46 | 82 |
| Davenport | | | | | 8 |
| Doyle | 10 | | 24 | 8 | 70 |
| Delta | 280 | 96 | 329 | 148 | 458 |
| Dominguez | | | | | 5 |
| Edgerton | | | | | 46 |
| Echo | | | | | 1 |
| El Moro | 1,049 | 891 | 1,782 | 100 | 966 |
| El Moro Owens | 30 | 100,100 | | | 294 |
| El Moro Mines | 4,533 | | | | 5,060 |
| Elk Park | | | | | 7 |
| Embudo | | | | | 301 |
| Espanola | 336 | | | 24 | 122 |
| Eagle Park | 6 | | | | 8 |
| East River | | | | | 6 |

COMMODITIES SHIPPED FROM STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural products. Tons. | Products of mines. Tons. | Products of forests. Tons. | Live stock. Tons. | Merchandise & miscellan- eous. Tons. |
|---------------------|------------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Fruitvale..... | ..... | ..... | ..... | ..... | 19 |
| Foster's..... | ..... | ..... | 19 | ..... | ..... |
| Fletcher's..... | ..... | ..... | 225 | ..... | ..... |
| Finch's ..... | ..... | ..... | 11 | ..... | ..... |
| Glade..... | ..... | 9 | 59 | ..... | 5 |
| Greenland..... | ..... | ..... | ..... | ..... | 40 |
| Goodnight ..... | ..... | 784 | 88 | ..... | ..... |
| Govetown..... | 204 | ..... | 198 | ..... | 8 |
| Graneros..... | ..... | ..... | ..... | ..... | 2 |
| Garland..... | 674 | ..... | 16 | ..... | 171 |
| Graden's ..... | ..... | ..... | 1,654 | ..... | ..... |
| Granite | 18 | 3,928 | ..... | ..... | 127 |
| Gutshall's ..... | ..... | ..... | 106 | ..... | ..... |
| Gutchel's ..... | ..... | ..... | 29 | ..... | ..... |
| Garfield ..... | ..... | 9,062 | 48 | ..... | 41 |
| Gunnison | 508 | 513 | 553 | 152 | 1,001 |
| Grand Junction..... | 32 | 1,510 | 64 | 120 | 505 |
| Gray's ..... | ..... | ..... | ..... | ..... | 7 |
| Husted's..... | ..... | 5 | 34 | ..... | 1 |
| Howard's | 12 | 1,925 | 103 | ..... | 13 |
| Huerfano | 8 | ..... | 203 | 56 | 11 |
| Hay Siding | 24 | ..... | ..... | ..... | ..... |
| Henry | 444 | ..... | 78 | ..... | 51 |
| Home Ranch | 19 | ..... | ..... | ..... | 21 |
| Hermosa | 189 | ..... | 155 | ..... | 40 |
| Hecla..... | ..... | ..... | 8 | ..... | ..... |
| Hayden..... | 283 | ..... | 735 | ..... | 11 |
| Hubbell..... | ..... | 4 | 1,743 | ..... | ..... |
| Hot Springs..... | ..... | 6,134 | ..... | ..... | 48 |
| Homer..... | ..... | ..... | 32 | ..... | 9 |
| Ignacio | 17 | ..... | ..... | ..... | 12 |
| Juanita ..... | ..... | ..... | ..... | ..... | 12 |

COMMODITIES RECEIVED AT STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural products. Tons. | Products of mines. Tons. | Products of forests. Tons. | Live stock. Tons. | Mercandise & miscellan- eous. Tons. |
|-------------------------|------------------------------------|--------------------------------|----------------------------------|----------------------|---|
| Escalante ..... | ..... | ..... | ..... | ..... | 14 |
| Excelsior..... | ..... | ..... | ..... | ..... | 9 |
| Fountain ..... | ..... | ..... | ..... | ..... | 29 |
| Florence | 111 | ..... | 24 | ..... | 144 |
| Fairy Glen. . . . . | ..... | ..... | ..... | ..... | 1 |
| Florida ..... | ..... | ..... | ..... | ..... | 21 |
| Fremont ..... | ..... | ..... | ..... | ..... | 9 |
| Frisco ..... | ..... | ..... | ..... | ..... | 16 |
| Fruitvale | 84 | 10 | 73 | 32 | 79 |
| Goodnight ..... | ..... | ..... | ..... | ..... | 11 |
| Grape Creek Junction... | ..... | ..... | ..... | ..... | ..... |
| Govetown..... | ..... | ..... | ..... | ..... | 1 |
| Guaneros..... | ..... | ..... | ..... | ..... | 73 |
| Garland..... | ..... | ..... | ..... | 8 | 265 |
| Graden's..... | 17 | 11 | ..... | ..... | 9 |
| Granite | 3,506 | 244 | 324 | 176 | 3,243 |
| Gutshall's..... | ..... | ..... | ..... | ..... | ..... |
| Greenland ..... | ..... | ..... | 16 | ..... | 81 |
| Garfield..... | 16 | ..... | ..... | ..... | 95 |
| Gray's..... | ..... | ..... | ..... | ..... | 14 |
| Gunnison | 791 | 2,579 | 61 | 88 | 1,203 |
| Grand River Transfer... | ..... | ..... | ..... | ..... | 281 |
| Grand Junction | 784 | 660 | 66 | 168 | 700 |
| Husted's | 8 | ..... | ..... | 116 | 25 |
| Horseshoe ..... | ..... | ..... | ..... | ..... | 1 |
| Howard's | 42 | ..... | 8 | ..... | 83 |
| Harp ..... | ..... | ..... | 8 | ..... | 17 |
| Huerfano ..... | ..... | ..... | ..... | ..... | 39 |
| Hay Siding ..... | ..... | ..... | 8 | ..... | 1 |
| Henry..... | 100 | 10 | 128 | 82 | 282 |
| Home Ranch | 10 | 10 | ..... | ..... | 5 |
| Hermosa..... | ..... | 8 | ..... | ..... | 58 |

COMMODITIES SHIPPED FROM STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural products. Tons. | Products of mines. Tons. | Products of forests. Tons. | Live stock. Tons. | Merchandise & miscellan- eous. Tons. |
|---------------------|------------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Jack's Cabin..... | 72 | ..... | ..... | ..... | 2 |
| Keeldar..... | ..... | 106 | 14 | ..... | 4 |
| Kokomo..... | ..... | 1,125 | 98 | 30 | 128 |
| Kezar..... | 52 | 60 | 70 | ..... | 58 |
| Littleton..... | 888 | ..... | ..... | ..... | 56 |
| Larkspur..... | 91 | 282 | 368 | ..... | 3 |
| Lennox..... | ..... | ..... | ..... | ..... | 10 |
| Lime Switch..... | ..... | 12,659 | ..... | ..... | 169 |
| La Veta..... | 263 | 84 | 176 | ..... | 75 |
| La Veta Pass..... | ..... | ..... | 1,118 | ..... | 4 |
| La Jara..... | 140 | ..... | 37 | ..... | 8 |
| La Boca..... | ..... | ..... | ..... | ..... | 2 |
| Lime Spur..... | ..... | 1,415 | ..... | ..... | 10 |
| Leadville..... | 277 | 107,333 | 263 | 24 | 1,991 |
| Monument..... | 889 | 15 | 28 | ..... | 1,153 |
| Manitou..... | ..... | 484 | 2,327 | 8 | 476 |
| Meadows..... | ..... | ..... | ..... | ..... | 16 |
| Miller's No. 2..... | ..... | ..... | 121 | ..... | ..... |
| Marsh..... | ..... | 1,289 | ..... | ..... | 1 |
| Mule Shoe..... | ..... | ..... | 120 | ..... | ..... |
| Monero..... | ..... | 401 | 57 | ..... | 30 |
| Malta..... | ..... | 98 | 39 | ..... | 21 |
| Mitchell's..... | ..... | 708 | 1,192 | ..... | 19 |
| Midgett's..... | ..... | ..... | 406 | ..... | ..... |
| McLain's..... | ..... | 269 | ..... | ..... | 6 |
| Maysville..... | 8 | 28 | 40 | ..... | 58 |
| Monarch..... | ..... | 31,640 | ..... | ..... | 21 |
| Mears..... | ..... | ..... | 232 | ..... | 11 |
| Marshall Pass..... | ..... | ..... | ..... | ..... | 5 |
| Montrose..... | 35 | 2,990 | 38 | 184 | 320 |
| Mead's..... | ..... | ..... | 30 | ..... | ..... |
| Mincio..... | ..... | ..... | ..... | ..... | ..... |

COMMODITIES RECEIVED AT STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural products. Tons. | Products of mines. Tons. | Products of forests. Tons. | Live stock. Tons. | Merchandise & miscellan- eous. Tons. |
|-----------------------|------------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Hecla..... | | | | | 2 |
| Hayden..... | 80 | | 30 | 11 | 45 |
| Hubbell..... | | | | | 6 |
| Hot Springs..... | | | | | 28 |
| Hillesden | | | | | 7 |
| Ignacio..... | 70 | 11 | 8 | | 97 |
| Juanita | 7 | | | | 19 |
| Jack's Cabin | | | | | 21 |
| Kelley's..... | | | | | 10 |
| Keeldar..... | | | 8 | | |
| Kokomo | 87 | | | | 238 |
| Kezar..... | 35 | | | 32 | 102 |
| Kahnah | | | | | 1 |
| Littleton | 60 | 241 | 99 | | 279 |
| Larkspur..... | 9 | 8 | | 10 | 58 |
| Lime Switch | 8 | | | | |
| La Veta..... | 60 | 21 | 88 | 80 | 222 |
| La Jara | 60 | | | | 97 |
| Lava..... | | | | | 1 |
| Los Piños..... | | | | | 5 |
| Lobato..... | | | | | 2 |
| La Boca | | | | | 22 |
| Lime Spur | | | | | 1 |
| Last Chance Mine..... | | | 32 | | |
| Leadville..... | 8,061 | 122,340 | 19,060 | 2,502 | 13,849 |
| Monument | 77 | 213 | 24 | 8 | 231 |
| Manitou | 278 | 1,112 | 174 | | 381 |
| Meadows..... | 48 | 8 | | | |
| Marsh | 18 | | | | 11 |
| Monero | 46 | | | | 111 |
| Malta..... | 494 | 6 | 40 | | 87 |
| Mitchell's | | 80 | | | 13 |

COMMODITIES SHIPPED FROM STATIONS.

(CONTINUED)

| STATIONS. | Agricultural products. Tons. | Products of mines Tons. | Products of forests. Tons. | Live stock. Tons. | Merchandise & miscellan- ous. Tons. |
|--------------------|------------------------------------|-------------------------------|----------------------------------|----------------------|---|
| Mile Post 304..... | ..... | 206 | 8 | ..... | ..... |
| Nathrop | 63 | 1,133 | 66 | ..... | 123 |
| Nada..... | ..... | 362 | ..... | ..... | ..... |
| Needleton ..... | ..... | ..... | ..... | ..... | 1 |
| No Agua..... | ..... | ..... | ..... | ..... | 1 |
| Oak Creek..... | 2,536 | 2,042 | ..... | ..... | 716 |
| Ojo..... | ..... | ..... | ..... | ..... | 1 |
| Osier..... | ..... | ..... | ..... | 8 | 5 |
| Officers' ..... | ..... | ..... | 934 | 8 | 2 |
| Petersburg | 97 | ..... | ..... | ..... | ..... |
| Palmer Lake..... | ..... | ..... | ..... | ..... | 15 |
| Piñon..... | ..... | ..... | ..... | ..... | 4 |
| Pueblo..... | 5,664 | 20,389 | 1,005 | 3,858 | 32,309 |
| Placer ..... | ..... | ..... | 8 | 8 | 7 |
| Parma..... | 542 | ..... | 8 | ..... | 9 |
| Palmilla..... | ..... | ..... | ..... | ..... | 2 |
| Pine Creek ..... | ..... | ..... | 185 | ..... | 1 |
| Poncha..... | 70 | 753 | 32 | ..... | 105 |
| Parlin..... | 84 | 28 | ..... | ..... | 16 |
| Pike View. .... | ..... | 76 | ..... | ..... | ..... |
| Parkdale | 6 | ..... | 152 | ..... | 1 |
| Rockwood | 8 | 390 | ..... | ..... | 68 |
| Riverside..... | 30 | 96 | ..... | ..... | 114 |
| Ryan's..... | ..... | 17 | ..... | ..... | ..... |
| Red Cliff..... | ..... | 7,163 | 277 | ..... | 86 |
| Robinson ..... | ..... | 9,997 | ..... | ..... | 45 |
| Round Hill..... | 120 | ..... | 184 | ..... | 10 |
| Roubideau..... | ..... | ..... | ..... | ..... | 1 |
| Sedalia Mine..... | ..... | 2,107 | ..... | ..... | ..... |
| Sedalia..... | 98 | 71 | 1,470 | ..... | 44 |

COMMODITIES RECEIVED AT STATIONS

(CONTINUED.)

| STATIONS. | Agricultural Products. Tons. | Product of Mines. Tons | Product of Forests. Tons. | Live Stock Tons | Merchandise & miscellan- eous. Tons. |
|------------------------|------------------------------------|------------------------------|---------------------------------|--------------------|--|
| Moriarity ..... | ..... | ..... | ..... | ..... | 1 |
| McLain's ..... | ..... | ..... | ..... | ..... | 5 |
| Maysville ..... | ..... | ..... | ..... | ..... | 39 |
| Monarch | 108 | 76 | 238 | ..... | 339 |
| Mears ..... | ..... | ..... | 16 | ..... | 27 |
| Marshall Pass.. .. | ..... | ..... | ..... | ..... | 30 |
| Mile Post 304..... | ..... | ..... | 8 | ..... | ..... |
| Montrose..... | 2,231 | 1,133 | 420 | 626 | 3,299 |
| Menoken..... | ..... | ..... | ..... | ..... | 1 |
| New Orleans Crossing.. | ..... | ..... | ..... | ..... | ..... |
| Navajoe..... | 6 | ..... | ..... | ..... | 24 |
| Needleton ..... | ..... | ..... | 8 | ..... | 39 |
| No Agua..... | ..... | ..... | ..... | ..... | 21 |
| Nathrop | 36 | 121 | 16 | ..... | 78 |
| Oak Creek..... | 336 | 27 | 222 | ..... | 210 |
| Ojo ..... | ..... | ..... | ..... | ..... | 5 |
| Osier ..... | ..... | ..... | ..... | ..... | 38 |
| Officers ..... | ..... | ..... | ..... | ..... | 32 |
| Petersburg | 11 | 5 | 36 | ..... | 10 |
| Palmer Lake ..... | ..... | 18 | 8 | ..... | 49 |
| Piñon..... | ..... | ..... | ..... | ..... | 12 |
| Pueblo..... | 12,286 | 191,247 | 4,762 | 1,023 | 14,681 |
| Parkdale..... | 12 | ..... | ..... | ..... | 35 |
| Palmer | 8 | ..... | ..... | ..... | 33 |
| Placer ..... | ..... | ..... | ..... | ..... | 55 |
| Parma ..... | ..... | ..... | 25 | ..... | 1 |
| Palmilla ..... | ..... | ..... | ..... | ..... | 7 |
| Pine Creek ..... | ..... | ..... | ..... | ..... | 7 |
| Poncha | 45 | 10 | 8 | ..... | 66 |
| Parlins | 6 | ..... | ..... | ..... | 63 |

COMMODITIES SHIPPED FROM STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural products. Tons. | Products of mines Tons. | Products of forests. Tons. | Live stock Tons. | Merchandise and miscella- neous Tons. |
|-----------------------|------------------------------------|-------------------------------|----------------------------------|---------------------|---|
| Storehouse ..... | ..... | ..... | ..... | ..... | ..... |
| Swallow's ..... | ..... | 8 | ..... | ..... | 6 |
| Soda ..... | ..... | ..... | 16 | ..... | 1 |
| Salida | 352 | 10 | 74 | 34 | 668 |
| San Carlos ..... | ..... | 16,941 | ..... | ..... | ..... |
| Salt Creek ..... | ..... | 41 | 522 | ..... | 113 |
| Santa Clara ..... | ..... | ..... | 674 | ..... | 19 |
| South Fork ..... | ..... | ..... | 250 | ..... | 39 |
| San Juan Switch ..... | ..... | 653 | ..... | ..... | 38 |
| Silverton ..... | ..... | 14,142 | 8 | 8 | 128 |
| Sherlock ..... | ..... | 12 | ..... | ..... | ..... |
| Sargent | 12 | 1,007 | 132 | 8 | 71 |
| Sapinero ..... | ..... | 2,584 | ..... | ..... | 84 |
| State Line | 5,386 | 15,697 | ..... | 1,726 | 13,363 |
| Servilleta ..... | ..... | ..... | ..... | ..... | 1 |
| Sublette ..... | ..... | ..... | ..... | ..... | 8 |
| Texas Creek ..... | ..... | ..... | ..... | ..... | 13 |
| Toltec ..... | ..... | ..... | ..... | ..... | 1 |
| Trimble's | 87 | ..... | ..... | 26 | 43 |
| Tres Piedres ..... | ..... | ..... | ..... | ..... | 51 |
| Tennessee Pass ..... | ..... | 1,294 | 888 | ..... | 13 |
| Toll Gate ..... | ..... | ..... | 26 | ..... | ..... |
| Tank 7 ..... | ..... | ..... | ..... | ..... | 1 |
| Vallejo ..... | ..... | ..... | ..... | ..... | 1 |
| Villa Grove | 1,660 | 674 | ..... | 384 | 172 |
| Walsen's | 8 | 19,545 | 16 | ..... | 174 |
| Wigwam ..... | ..... | ..... | ..... | ..... | 5 |
| West Cliff | 2,503 | 2,907 | 104 | 64 | 348 |
| Wellsville ..... | ..... | ..... | ..... | ..... | ..... |
| Wagon Wheel Gap ..... | ..... | ..... | 53 | ..... | 8 |
| Willow Creek ..... | ..... | ..... | ..... | ..... | ..... |
| Wood Spur ..... | ..... | ..... | 576 | ..... | ..... |

COMMODITIES RECEIVED AT STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural Products. Tons. | Products of Mines. Tons. | Products of Forests. Tons. | Live Stock. Tons. | Merchandise & miscellan- eous. Tons. |
|--------------------|------------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Rockwood | 201 | 35 | 23 | ..... | 465 |
| Riverside ..... | ..... | ..... | 19 | ..... | 59 |
| Red Cliff | 311 | 54 | 10 | 59 | 401 |
| Rock Creek ..... | ..... | ..... | ..... | ..... | 9 |
| Robinson | 8 | 263 | 65 | ..... | 203 |
| Round Hill ..... | ..... | ..... | ..... | ..... | 25 |
| Roubideaux | 10 | ..... | ..... | ..... | 49 |
| Sedalia | 20 | 80 | ..... | 10 | 285 |
| Swallows ..... | ..... | ..... | ..... | ..... | 40 |
| Soda ..... | ..... | ..... | ..... | ..... | 7 |
| Spike Buck ..... | ..... | ..... | ..... | ..... | 3 |
| Salida | 1,133 | 667 | 894 | 170 | 1,956 |
| San Carlos ..... | ..... | 9 | 21 | ..... | 19 |
| Salt Creek ..... | ..... | 92 | ..... | ..... | 39 |
| Santa Clara ..... | ..... | ..... | ..... | ..... | 23 |
| South Fork ..... | ..... | ..... | 24 | ..... | 8 |
| Sublette ..... | ..... | ..... | ..... | ..... | 13 |
| Silverton | 1,541 | 2,370 | 879 | 370 | 1,685 |
| Servilleta ..... | ..... | ..... | ..... | ..... | 23 |
| Shutes ..... | ..... | ..... | ..... | ..... | 4 |
| Shirley ..... | ..... | ..... | ..... | ..... | 23 |
| Shawano ..... | ..... | ..... | ..... | ..... | 1 |
| Sargent | 162 | ..... | 8 | ..... | 276 |
| Sapinero | 503 | 46 | 22 | 92 | 375 |
| State Line | 259 | 20,524 | 222 | 78 | 13,839 |
| Terra Cotta ..... | ..... | 123 | 8 | ..... | 2 |
| Toll Gate ..... | ..... | ..... | ..... | ..... | 9 |
| Texas Creek ..... | ..... | ..... | ..... | ..... | 23 |
| Trinchera ..... | ..... | ..... | ..... | ..... | 3 |
| Toltec ..... | ..... | ..... | ..... | ..... | 9 |
| Trimbles ..... | ..... | 57 | ..... | 16 | 20 |
| Tres Piedras | 18 | ..... | 8 | ..... | 67 |

COMMODITIES SHIPPED FROM STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural Products. Tons. | Products of mines Tons | Products of forests. Tons. | Live stock. Tons. | Merchandise and miscella- neous Tons. |
|--------------------|------------------------------------|------------------------------|----------------------------------|----------------------|---|
| Williams | | | 189 | ..... | ..... |
| Wilder's..... | | | 2,350 | ..... | 2 |
| Wheeler's..... | | 10 | 2,642 | 8 | 42 |
| Whitewater | | | 48 | 160 | 6 |
| Total | 62,761 | 753,576 | 43,940 | 15,023 | 128,366 |

COMMODITIES RECEIVED AT STATIONS.

(CONTINUED.)

| STATIONS. | Agricultural Products. Tons. | Products of Mines. Tons. | Products of Forests. Tons. | Live Stock. Tons. | Merchandise & miscellan- eous. Tons. |
|-----------------------|------------------------------------|--------------------------------|----------------------------------|----------------------|--|
| Twin Lakes..... | ..... | ..... | 8 | ..... | 1 |
| Tennessee Pass | 61 | 30 | ..... | ..... | 35 |
| Tank 6 ..... | ..... | ..... | ..... | ..... | 10 |
| Tank 7 ..... | ..... | ..... | ..... | ..... | 17 |
| Vallie..... | 16 | ..... | 8 | ..... | 23 |
| Veta Pass..... | ..... | ..... | ..... | ..... | 11 |
| Vallejo ..... | ..... | ..... | 18 | ..... | 10 |
| Villa Grove | 305 | 121 | 41 | 64 | 678 |
| Widefield ..... | ..... | ..... | 16 | ..... | 1 |
| Wigwam..... | ..... | ..... | ..... | 16 | 7 |
| West Cliff..... | 696 | 3,208 | 35 | 82 | 2,046 |
| Wellsville ..... | ..... | ..... | ..... | ..... | 1 |
| Walsen's..... | 307 | ..... | 1,317 | 8 | 678 |
| Wahatoya..... | ..... | 8 | ..... | ..... | 9 |
| Wagon Wheel Gap ..... | ..... | ..... | 8 | ..... | 31 |
| Willow Creek ..... | ..... | ..... | ..... | ..... | 12 |
| Williams'..... | 6 | ..... | ..... | ..... | 5 |
| Wilder's | 6 | ..... | ..... | ..... | 38 |
| Wheeler's | 56 | ..... | ..... | ..... | 83 |
| White's Ranch..... | ..... | ..... | ..... | 10 | ..... |
| Whitewater | 64 | ..... | ..... | 730 | 165 |
| Total | 62,761 | 753,576 | 43,940 | 15,023 | 128,366 |

BUSINESS AND RECEIPTS.

| STATIONS. | FREIGHT. | | Revenue forwarded. |
|-----------------------|--------------------|-------------------|-----------------------|
| | Tons forwarded. | Tons received. | |
| Acequia | 106 | 108 | \$ 183 29 |
| Apishapa | 3,415 | 344 | 3,627 74 |
| Apache ..... | ..... | 2 | ..... |
| Alamosa | 1,332 | 2,638 | 10,956 28 |
| Antonito | 765 | 575 | 7,614 49 |
| Amargo | 145 | 256 | 3,150 77 |
| Arboles | 50 | 84 | 631 48 |
| Animas | 16 | 82 | 16 36 |
| Alcalde | 2 | 3 | 2 25 |
| Americus | 1,302 | 32 | 2,993 65 |
| Ames | 648 | ..... | 776 90 |
| Allen's | 1,595 | ..... | 2,178 16 |
| Alicante | 253 | 23 | 294 93 |
| Almont | 1 | 16 | 4 74 |
| Anthracite | 371 | 43 | 541 03 |
| Alder | 144 | 25 | 359 00 |
| Azotea ..... | ..... | 11 | ..... |
| Burnham | 719 | 2,311 | 2,427 37 |
| Borst's | 432 | ..... | 774 38 |
| Butte | 181 | 24 | 286 46 |
| Bridge 3 | 4,635 | 13 | 10,284 71 |
| Beaver | 44 | 15 | 537 45 |
| Blodgett's | 24 | ..... | 48 00 |
| Benton | 1 | 2 | 25 |
| Blackburn | 609 | 36 | 1,722 07 |
| Badger | 1 | 14 | 8 33 |
| Bessemer | 9,493 | 80,564 | 35,533 90 |
| Barnes | 2,213 | 12 | 3,442 43 |
| Bridge Transfer | 5 | 11 | 4 80 |
| Big Horn | 16 | 13 | 44 80 |
| Bocea | 39 | 47 | 37 42 |
| Brown's Cañon | 3,608 | 91 | 9,910 05 |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | |
|------------------------|--------------------|-------------------|-----------------------|
| | Tons forwarded. | Tons received. | Revenue forwarded. |
| Buena Vista | 3,874 | 16,422 | \$ 17,735 79 |
| Bangs..... | 1,817 | 33 | 2,546 70 |
| Bennett's..... | 1,031 | ..... | 1,339 27 |
| Barrett's | 201 | 8 | 480 23 |
| Bird's Eye | 299 | 9 | 304 83 |
| Borden's Ranch | 42 | ..... | 42 00 |
| Bridgeport | 2 | 21 | 30 31 |
| Barranca..... | 60 | 75 | 664 01 |
| Bridge 2 ..... | ..... | 1 | ..... |
| Blanca ..... | ..... | 1 | ..... |
| Baldy ..... | ..... | 15 | ..... |
| Babbitt's ..... | ..... | 1 | ..... |
| Bridge 13 ..... | ..... | 1 | ..... |
| Bridge 17 ..... | ..... | 1 | ..... |
| Bridge 94 ..... | ..... | 1 | ..... |
| Castle Rock..... | 3,097 | 494 | 3,879 63 |
| Colorado Springs | 2,147 | 16,458 | 9,856 35 |
| Colorado City | 957 | 262 | 2,091 94 |
| Cape Horn | 25,708 | 28 | 10,547 50 |
| Coal Creek | 65,932 | 5,377 | 163,976 56 |
| Cañon..... | 7,848 | 11,284 | 26,283 28 |
| Cotopaxi | 606 | 136 | 2,758 22 |
| Coal Switch..... | 2,257 | 128 | 5,467 56 |
| Cleora | 67 | 1 | 227 51 |
| Cuchara | 54 | 89 | 351 11 |
| Christo..... | 276 | ..... | 430 72 |
| Chama..... | 680 | 513 | 10,577 93 |
| Carracas | 45 | 42 | 725 33 |
| Carbon..... | 4,139 | 27 | 1,099 12 |
| Cascade | 42 | 15 | 60 36 |
| Cleveland Mine..... | 10 | ..... | 10 14 |
| Chamita..... | 65 | 89 | 1,112 38 |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | Revenue forwarded |
|---------------------|-------------------|------------------|----------------------|
| | Tons forwarded | Tons received | |
| Calumet | 7,107 | 241 | \$ 15,661 84 |
| Crane's Park..... | 1,139 | 18 | 1,390 01 |
| Chute's | 1,890 | 4 | 2,679 15 |
| Crookton..... | 352 | ..... | 1,476 79 |
| Crested Butte | 54,256 | 3,051 | 222,326 84 |
| Currecanti..... | 1 | 17 | 9 48 |
| Cerro ..... | ..... | 16 | 66 |
| Cimarron..... | 67 | 865 | 209 74 |
| Cedar Creek..... | 1 | 29 | 5 11 |
| Colorow..... | 56 | 17 | 89 60 |
| Coxo..... | 3 | 21 | 4 75 |
| Carlisle | 1 | 18 | 4 20 |
| Chicosa | 9 | 7 | 21 54 |
| Cumbres ..... | ..... | 28 | 8 48 |
| Cresco | 3 | ..... | 12 60 |
| Cebolla..... | ..... | 1 | ..... |
| Crystal Creek ..... | ..... | 20 | ..... |
| Crevasse ..... | ..... | 11 | ..... |
| Crook's ..... | ..... | 28 | ..... |
| Denver | 105,588 | 234,109 | 1,018,865 15 |
| Douglas | 2,360 | 11 | 2,173 13 |
| Del Norte | 516 | 1,537 | 4,296 27 |
| Durango | 6,741 | 21,688 | 49,515 55 |
| Dillon | 191 | 144 | 1,144 34 |
| Doyle..... | 318 | 112 | 1,289 33 |
| Delta | 310 | 1,311 | 2,173 55 |
| Dominguez..... | 7 | 5 | 68 72 |
| Derby | 19 | ..... | 19 28 |
| Davenport | 85 | 8 | 156 32 |
| Dornick..... | 46 | ..... | 154 01 |
| Devil's Hole ..... | ..... | 12 | ..... |
| Embudo..... | 106 | 301 | 1,353 53 |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | Revenue forwarded. |
|---------------------|--------------------|-------------------|-----------------------|
| | Tons forwarded. | Tons received. | |
| Espanola | 51 | 482 | \$ 754 65 |
| Escalante | 1 | 14 | 10 42 |
| Edgerton ..... | ..... | 45 | 50 |
| East River | 37 | 6 | 28 00 |
| Excelsior | 104 | 9 | 325 00 |
| Eagle Park | 1,431 | 14 | 2,129 87 |
| Echo ..... | ..... | 1 | ..... |
| Elk Park ..... | ..... | 7 | ..... |
| El Moro | 139,647 | 4,788 | 491,322 31 |
| El Moro Mines | 100,523 | 9,573 | 5,030 01 |
| El Moro Ovens | 5,960 | 100,424 | 348 00 |
| Fountain | 168 | 29 | 109 45 |
| Florence | 1,218 | 279 | 4,746 85 |
| Florida | 38 | 21 | 66 38 |
| Fremont | 84 | ..... | 86 70 |
| Frisco | 79 | 16 | 147 90 |
| Fruitvale | 19 | 278 | 106 00 |
| Foster | 19 | ..... | 18 83 |
| Fletcher | 225 | ..... | 314 33 |
| Finch's | 11 | ..... | 11 48 |
| Fairy Glen ..... | ..... | 1 | ..... |
| Fremont Pass ..... | ..... | 6 | ..... |
| Glade | 73 | ..... | 113 74 |
| Greenland | 49 | 97 | 155 43 |
| Goodnight | 872 | 11 | 369 40 |
| Govetown | 410 | 1 | 1,025 28 |
| Graneros | 2 | 73 | 11 24 |
| Garland | 861 | 273 | 6,757 05 |
| Graden's | 1,654 | 37 | 2,750 32 |
| Granite | 4,073 | 7,493 | 24,407 16 |
| Gutshall's | 106 | ..... | 118 95 |
| Gutchel's | 29 | ..... | 35 97 |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | |
|---------------------------|-------------------|------------------|----------------------|
| | Tons forwarded | Tons received | Revenue forwarded |
| Garfield | 9,151 | 111 | \$ 16,775 56 |
| Gunnison | 2,817 | 4,722 | 18,923 26 |
| Grand Junction..... | 2,231 | 2,378 | 8,424 71 |
| Gray's..... | 2 | 14 | 14 69 |
| Grand River Transfer..... | | 281 | |
| Husted's | 40 | 149 | 61 72 |
| Howard's | 2,053 | 133 | 5,848 56 |
| Huerfano..... | 278 | 39 | 546 66 |
| Hay's Siding..... | 24 | 9 | 195 14 |
| Henry..... | 573 | 602 | 3,898 76 |
| Home Ranch..... | 40 | 25 | 140 56 |
| Hermosa | 384 | 66 | 1,133 97 |
| Hecla..... | 8 | 2 | 2 00 |
| Hayden..... | 1,029 | 166 | 1,087 36 |
| Hubbell's | 1,747 | 6 | 2,375 62 |
| Hot Springs..... | 6,182 | 28 | 18,613 34 |
| Homer | 41 | | 96 23 |
| Hillesden..... | | 7 | |
| Horse Shoe..... | | 1 | |
| Harp | | 25 | |
| Ignacio..... | 29 | 186 | 299 03 |
| Juanita..... | 12 | 26 | 114 47 |
| Jack's Cabin..... | 74 | 21 | 82 40 |
| Keeldar | 124 | 8 | 168 70 |
| Kokomo | 1,381 | 325 | 3,020 87 |
| Kezar..... | 240 | 169 | 779 52 |
| Kelley's | | 10 | |
| Kahnah..... | | 1 | |
| Littleton..... | 944 | 688 | 6,674 08 |
| Larkspur..... | 744 | 85 | 940 81 |
| Lennox..... | 10 | | 5 91 |
| Lime Switch..... | 12,828 | 8 | 22,848 37 |

BUSINESS AND RECEIPTS.

CONTINUED.

| STATIONS. | FREIGHT. | | |
|------------------------|----------------|----------------|---------------------|
| | Tons forwarded | Tons received. | Revenue, forwarded. |
| La Veta | 598 | 471 | \$ 1,743 66 |
| La Jara | 185 | 157 | 1,162 01 |
| La Boca | 2 | 21 | 74 76 |
| Lime Spur | 1,425 | 1 | 1,424 37 |
| Leadville | 109,888 | 165,812 | 597,979 75 |
| Lava ..... | ..... | 1 | ..... |
| Los Pinos ..... | ..... | 8 | ..... |
| Lobato ..... | ..... | 2 | ..... |
| Last Chance Mine ..... | ..... | 32 | ..... |
| Monument | 2,085 | 553 | 7,476 45 |
| Manitou | 3,295 | 1,945 | 4,682 13 |
| Meadows | 16 | 56 | 16 54 |
| Miller's No. 2 | 121 | ..... | 130 18 |
| Marsh | 1,290 | 29 | 1,690 97 |
| Mule Shoe | 120 | ..... | 184 19 |
| Monero | 488 | 157 | 2,418 84 |
| Malta | 158 | 627 | 461 93 |
| Mitchell's | 1,919 | 93 | 2,671 79 |
| Midgett's | 406 | ..... | 526 01 |
| McLain's | 275 | 5 | 410 80 |
| Maysville | 134 | 39 | 420 68 |
| Monarch | 31,661 | 761 | 96,295 98 |
| Mear's | 243 | 43 | 266 48 |
| Marshall Pass | 5 | 30 | 79 38 |
| Montrose | 3,567 | 7,709 | 37,400 27 |
| Mead's | 30 | ..... | 42 00 |
| Mincio ..... | ..... | ..... | 1 62 |
| Mile Post 304 | 214 | 8 | 89 79 |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | Revenue. forwarded. |
|-------------------|--------------------|-------------------|------------------------|
| | Tons Forwarded. | Tons Received. | |
| Moriarity ..... | ..... | 1 | ..... |
| Menoken ..... | ..... | 1 | ..... |
| Nathrop | 1,385 | 251 | \$ 4,872 66 |
| Nada | 362 | ..... | 176 00 |
| Needleton | 1 | 47 | 6 25 |
| No Agua | 1 | 21 | 4 70 |
| Navajo ..... | ..... | 30 | ..... |
| Oak Creek | 5,294 | 795 | 3,837 64 |
| Ojo | 1 | 5 | 16 15 |
| Osier | 13 | 38 | 80 50 |
| Officers | 944 | 32 | 2,023 71 |
| Petersburg | 97 | 65 | 158 35 |
| Palmer Lake | 15 | 75 | 64 62 |
| Pinon | 4 | 12 | 8 98 |
| Pueblo | 63,425 | 223,000 | 324,540 20 |
| Placer | 23 | 55 | 139 05 |
| Parma | 559 | 20 | 3,216 35 |
| Palmilla | 2 | 7 | 11 26 |
| Pine Creek | 186 | 7 | 279 47 |
| Poncha | 960 | 129 | 3,374 90 |
| Parlin's | 128 | 69 | 800 33 |
| Pike View | 76 | ..... | 76 08 |
| Palmer ..... | ..... | 41 | ..... |
| Parkdale | 159 | 47 | 169 50 |
| Rockwood | 466 | 724 | 6,707 99 |
| Riverside | 240 | 78 | 628 16 |
| Ryan's | 97 | ..... | 21 13 |
| Red Cliff | 7,526 | 835 | 15,992 51 |
| Robinson | 10,242 | 539 | 44,324 60 |
| Round Hill | 314 | 25 | 67 25 |
| Roubideau | 1 | 50 | 9 54 |
| Rock Creek ..... | ..... | 9 | ..... |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | |
|-----------------------|-----------------|----------------|--------------------|
| | Tons Forwarded. | Tons Received. | Revenue forwarded. |
| Sedalia | 1,683 | 395 | \$ 2,197 53 |
| Sedalia Mine | 2,107 | ..... | 1,497 49 |
| Storehouse ..... | ..... | ..... | 1 25 |
| Swallows | 14 | 40 | 35 05 |
| Soda | 17 | 7 | 29 76 |
| Salida | 1,138 | 4,820 | 6,644 29 |
| San Carlos | 16,941 | 49 | 4,996 03 |
| Salt Creek | 876 | 131 | 1,335 69 |
| Santa Clara | 693 | 23 | 926 80 |
| South Fork | 289 | 32 | 618 68 |
| San Juan Switch | 691 | ..... | 175 33 |
| Silverton | 14,286 | 6,845 | 88,286 24 |
| Sherlock | 12 | ..... | 16 80 |
| Sargent | 1,230 | 446 | 6,392 53 |
| Sapinero | 2,668 | 1,038 | 21,411 66 |
| State Line | 36,172 | 34,922 | 213,046 14 |
| Servilleta | 1 | 23 | 12 31 |
| Sublette | 8 | 13 | 29 26 |
| Spike Buck ..... | ..... | 3 | ..... |
| Summit ..... | ..... | 3 | ..... |
| Shirley ..... | ..... | 23 | ..... |
| Shawano ..... | ..... | 1 | ..... |
| Texas Creek | 13 | 23 | 90 07 |
| Toltec | 1 | 9 | 8 40 |
| Trimble's | 156 | 93 | 469 01 |
| Tres Piedras | 51 | 93 | 653 54 |
| Tennessee Pass | 2,195 | 126 | 3,152 80 |
| Toll Gate | 26 | 9 | 78 20 |
| Tank 7 | 1 | 17 | 34 37 |
| Terra Cotta ..... | ..... | 133 | ..... |
| Trinchera ..... | ..... | 3 | ..... |
| Twin Lakes ..... | ..... | 9 | ..... |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | |
|-----------------------|--------------------|-------------------|-----------------------|
| | Tons forwarded. | Tons received. | Revenue forwarded. |
| Tank 6 ..... | ..... | 10 | ..... |
| Vallejo..... | 1 | 28 | \$ 35 16 |
| Villa Grove | 2,890 | 1,209 | 16,040 92 |
| Vallie ..... | ..... | 47 | ..... |
| Veta Pass..... | 1,122 | 11 | 1,919 94 |
| Walsen's | 19,743 | 2,310 | 36,922 83 |
| Wigwam | 5 | 23 | 26 40 |
| West Cliff..... | 5,926 | 6,067 | 27,763 91 |
| Wellsville ..... | ..... | 1 | 2 35 |
| Wagon Wheel Gap | 61 | 39 | 241 78 |
| Willow Creek ..... | ..... | 12 | 30 |
| Wood Spur..... | 576 | ..... | 576 49 |
| Williams | 199 | 11 | 264 85 |
| Wilder's | 2,352 | 44 | 5,197 03 |
| Wheeler's | 2,702 | 139 | 4,490 83 |
| Whitewater..... | 214 | 959 | 1,244 04 |
| Widefield ..... | ..... | 17 | ..... |
| Wahatoya ..... | ..... | 17 | ..... |
| White's Ranch..... | ..... | 10 | ..... |
| Total | 1,003,666 | 1,003,666 | \$4,027,866 85 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR ENDING
JUNE 30, 1885.

KILLED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|-------------------------|---------------------------------------|-------------------------|--|---|
| July 23, 1884..... | John Lynch, work-train employe..... | Black Cañon..... | Explosion of powder..... | Killed |
| September 12, 1884..... | Benj Grasser, citizen..... | Acquia..... | Run over..... | Killed |
| September 16, 1884..... | J. Witheron, boy..... | Buena Vista..... | Attempting to board D. & S. P. train..... | { Both legs cut off, died same day..... |
| October 19, 1884..... | T. A. Purcell, citizen..... | Near Buena Vista..... | Supposed to have been run over..... | Killed |
| October 7, 1884..... | C. Caton..... | Denver yard..... | Picking up coal, run over by engine..... | Killed |
| December 13, 1884..... | Wm. P. Foley, brakeman..... | Near Otto..... | Wreck..... | Killed |
| December 24, 1884..... | S. C. Johnson, citizen..... | Colorado Springs..... | Struck by engine..... | Killed |
| February 17, 1885..... | Harry Field, laborer..... | Marshall Pass..... | { Struck by snow plow while walking } on track..... | Seriously injured, died |
| April 8, 1885..... | Juan Cordova, Mexican..... | Near mile post 178..... | Found dead at side of track..... | ..... |
| May 27, 1885..... | John Grant, section foreman..... | Near mile post 156..... | Fell in front of a hand car..... | { Seriously injured, died one week afterward..... |
| June 10, 1885..... | Jesse Ingersoll, bridge employe..... | Robideaux bridge..... | Knocked into river..... | Drowned |
| June 11, 1885..... | Charley Westland, bridge employe..... | Robideaux bridge..... | Fell in river..... | Drowned |
| June 28, 1885..... | Robert Schroeder, passenger..... | Bridge 240..... | { Two coaches of train No. 7 tipping } over..... | Seriously injured, died |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|--------------------------|------------------------------------|-------------------|--|--|
| July 13, 1884 | E. Le Bert, fireman..... | Larkspur..... | Pulling slides of ash pan..... |Fingers injured |
| July 23, 1884 | John Oleson, work train..... | Black Cañon..... | Explosion of powder |Seriously injured |
| July 23, 1884..... | John Morris, tramp | Black Cañon..... | Explosion of powder |Fatally injured |
| August 15, 1884 | C. Phillips, citizen | Filers | Intoxicated..... |Leg run over below knee |
| August 30, 1884 | J. Soule, laborer | Bridge 444..... | Jumped from bridge |Cut on head |
| September 3, 1884..... | Mrs. Armadel, citizen..... | Colorado Springs | Horse became frightened at train |Injury to back |
| September 8, 1884 | Geo. W. Prince, brakeman..... | Bridge 3 | Coupling cars |Lost two fingers |
| September 11, 1884..... | William Kishman, engineer..... | Near Hayden..... | Struck by derrick..... |Slight injury |
| August 4, 1884 | Mrs. Jane McCalla, passenger | Apishapa | Knocked off platform of train..... |Severe injury |
| September 16, 1884..... | G. B. Murphy, brakeman | Salida..... | Coupling cars |Serious injury about hips |
| September 17, 1884..... | John Rogland, brakeman | Pueblo yard | Coupling cars |Bruise |
| September 26, 1884 | Unknown man | Near Burnham..... | Walking on track, struck by car..... |Rendered insensible |
| September 30, 1884..... | Mrs. Jane Morgan, passenger..... | Acequia | Collision |Severe injuries to back and chest |
| September 30, 1884 | Miss Lizzie Morgan, passenger... | Acequia | Collision |Slight injury in back |
| September 30, 1884..... | Mrs. E. J. Henderson, passenger r | Acequia | Collision |Seriously injured in head |
| September 30, 1884..... | Mrs. D. N. Farrell, passenger..... | Acequia | Collision |Seriously injured in head and shoulder. |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY |
|--------------------------|-----------------------------------|-----------------------|---------------------------------|---|
| September 30, 1884 | Mrs. Jennie Pelton, passenger.... | Acequia | Collision | Arm injured |
| September 30, 1884 | A. A. Grant..... | Acequia | Collision | { Shoulder dislocated and slightly injured. |
| September 25, 1884 | Thomas Kennedy, employé..... | Near Salt Creek | Replacing rails in track | Both feet injured |
| October 17, 1884 | Frank Kelly, brakeman | Bessemer.. .. | Coupling cars | Two fingers badly crushed |
| October 23, 18'4 | P. M. Swain, brakeman.. .. | Silverton yard.. | Coupling cars | Fingers bruised |
| October 26, 1884 | Mrs. Wallen, passenger.. .. | Cotopaxi | Car leaving track | Injured slightly |
| November 14, 1884 | George F. Jordan, car repairer... | Pueblo shops.. | Using circular saw..... | Fingers cut |
| November 12, 1884 | Lou Trinkhaus, switchman ..... | ..... | Coupling cars..... | Fingers badly bruised |
| November 30, 1884 | James Casey, employé | Cerro Hill.. .. | Fell from snow shed | Collar bone broken |
| December 4, 1884..... | R. G. Allen, switchman | Salida yard | Coupling cars..... | Leg badly bruised |
| December 13, 1884 | R. C. Steele, fireman | Near Otto | In wreck | Badly bruised |
| December 13, 1884 | T. Conway, brakeman | Montrose..... | Coupling cars | Fingers mashed off |
| December 20, 1884 | J. E. Miles, engineer | Braver Creek.... | Collision | Injured in back |
| December 22, 1884 | H. J. Bradford, brakeman | Hot Springs | Slipped from top of train | Arm amputated |
| December 27, 1884 | W. B. Salter, engineer | Bessemer.. .. | Switching | Injured in head |
| January 24, 1885 | Joe Strunk, water service man... | Riverside tank.. | Tank blew up | { Badly bruised and had leg broken. |
| January 25, 1885 | L. C. Ames, engineer | Mile post 135 | Engine turning over..... | Slightly hurt |

| | | | | | |
|----------------------------|----------------------------------|--------------------------------------|---|-------|---------------------------------|
| January 25, 1885 | R. S. Chirm, fireman | Mile post 135..... | Engine turning over..... | ..... | Slightly hurt |
| January 21, 1885 | Jacob Walk, fireman | Americus | Engine going down embankment ..... | ..... | Slightly injured |
| January 9, 1885 | James D. Isbell, switchman | Salida yards | Coupling cars ..... | ..... | Finger badly mashed |
| 23 February 15, 1885 | Edward Hughes, tramp | Brown's Cañon .. | Struck by engine while crossing track ..... | ..... | Injured about head |
| February 28, 1885 | H. W. Smith, laborer | { Pueblo Round } { House | Firing up engine ..... | ..... | Finger taken off |
| March 15, 1885 | W. F. Eads, brakeman | Marshall Pass .. | Knocked between two cars ..... | ..... | Slight fracture to left foot |
| March 21, 1885 | William Tyler, tramp | { Near Mount- } { ment bridge.. } | Attempting to board train while in motion ..... | ..... | Babily bruised |
| May 10, 1885 | Mrs. Alfred Lowndes, passenger.. | West of Gray's .. | Wreck ..... | ..... | Left ear bruised |
| May 9, 1885 | Charles Haskins, engineer | Near Marsh | Wreck ..... | ..... | Sustained severe injuries |
| May 9, 1885 | Charles Davenport, fireman | Near Marsh | Wreck ..... | ..... | Badly bruised |
| May 1, 1885 | William Braddish, brakeman | Marshall Pass .. | Train No. 7 ditched.. .. | ..... | Sustained serious injuries |
| May 1, 1885 | John F. Barton, brakeman | Marshall Pass .. | Train No. 7 ditched.. .. | ..... | Badly bruised up |
| May 1, 1885 | William Beckett, passenger | Marshall Pass .. | Train No. 7 ditched.. .. | ..... | Slight bruises to back and side |
| May 1, 1885 | Andrew Sullivan, passenger | Marshall Pass .. | Train No. 7 ditched.. .. | ..... | Slight scalp wound |
| May 1, 1885 | John Heldberg, passenger.. .. | Marshall Pass .. | Train No. 7 ditched.. .. | ..... | Slight scalp wound |
| April 4, 1885 | James Ashbury, employé | Pueblo | Bar of bullion falling while loading same .. | ..... | Toe slightly mashed |
| June 1, 1884 | J. F. Horney, brakeman | Sargent | Coupling cars ..... | ..... | Finger slightly injured |
| June 28, 1885 | Miss D. Wendell, passenger | Bridge 240 | Two coaches of train No. 7 tipping over .. | ..... | Badly bruised |
| June 28, 1885 | George W. Dunn, passenger | Bridge 240 | Two coaches of train No. 7 tipping over .. | ..... | Slight scalp wound |
| June 28, 1885 | A. L. Engelbach, passenger | Bridge 240 | Two coaches of train No. 7 tipping over .. | ..... | Bruised about knee |
| June 28, 1885 | Miss A. Spring, passenger | Bridge 240 | Two coaches of train No. 7 tipping over .. | ..... | Back and hip badly bruised |
| June 28, 1885 | Mrs. Judge Harrison, passenger.. | Bridge 240 | Two coaches of train No. 7 tipping over .. | ..... | Severely bruised |

STATEMENT OF ACCIDENTS.—CONTINUED.

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE | CAUSE OF ACCIDENT. | CHARACTER OF INJURY |
|-----------------------|---|------------------|--|------------------------------------|
| June 28, 1885..... | John Webb, passenger | Bridge 240 | Two coaches of train No. 7 tipping over .. |Slightly bruised |
| June 28, 1885.. | A. S. Lamb, passenger | Bridge 240..... | Two coaches of train No. 7 tipping over .. | Leg bruised |
| June 28, 1885..... | { Mrs. J. R. Elkins and two } children, passengers | Bridge 240..... | Two coaches of train No. 7 tipping over .. | ..Slight bruises to hands and face |
| June 28, 1885.. | Judge Harrison, passenger | Bridge 240..... | Two coaches of train No. 7 tipping over .. |Slight scalp wound |
| June 28, 1885..... | Mr. Webster, passenger..... | Bridge 240..... | Two coaches of train No. 7 tipping over .. |Slightly injured |
| June 28, 1885..... | J. D. Mill, passenger | Bridge 240 | Two coaches of train No. 7 tipping over .. | Slightly bruised |
| June 28, 1885..... | J. L. Cole, passenger..... | Bridge 240..... | Two coaches of train No. 7 tipping over .. | Very slight bruises |
| June 28, 1885..... | Mrs. A. S. Lamb, passenger | Bridge 240..... | Two coaches of train No. 7 tipping over .. | Slight scalp wound |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|---------------------------------|-------------|------------|---------|-------------|------------|---------|
| | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments | 1 | ..... | ..... | 20 | 7 | ..... |
| Collisions | | 1 | ..... | 6 | 2 | ..... |
| Guard rails or switches | | | | | 1 | ..... |
| Coupling cars | | | | | 10 | ..... |
| Falling from trains | | 1 | ..... | 1 | 2 | ..... |
| Getting on and off trains | | | 1 | ..... | ..... | ..... |
| Miscellaneous | | 3 | 3 | ..... | 10 | 2 |
| Stealing rides | | | | | | 1 |
| While intoxicated | | | | | | 1 |
| Trespassers on track | | 1 | 2 | ..... | ..... | 2 |
| Totals | 1 | 6 | 6 | 27 | 32 | 6 |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|---|------------------|
| Number of persons killed during the year | 13 |
| Number of persons injured during the year | 65 |
| Number of casualties purely accidental during the entire year | 47 |
| Number resulting from lack of caution, carelessness or misconduct | 31 |
| Number of persons killed while intoxicated | None |
| Number of persons injured while intoxicated | 1 |
| Number of trespassers on track killed | 3 |
| Number of trespassers on track injured | 2 |
| Number of tramps, or others stealing rides, killed or injured | 3 |
| Suicides in Colorado | No record of any |

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT,

Whether attended by injury to persons or not; give date and place of accident; if passenger or freight train; nature and cause; particulars and extent of injury to train; number killed and number injured.

- August 16, 1884.—Lime Rock switch near Robinson. Passenger special. Engine climbed rail, turning engine and coach over. Damage slight.
- September 22, 1884.—Mile 244. Freight. Train parted. Eleven cars, engine and two caboose cars ditched. Cars badly damaged.
- September 23, 1884.—Gunnison passenger. Switch misplaced. Express train No. 8 ran into string of cars on side track, knocking truck from under two freight cars. Slight damage to coupling apparatus on passenger cars.
- September 30, 1884.—Acequia passenger. Collision. Trains 3 and 8 due to pass Acequia, collided, owing to misunderstanding of signals. See personal injury report.
- October 16, 1884.—Mile 308. Freight, Crested Butte branch. Train parting, train broke apart, colliding with forward portion of train, damaging three cars; one car destroyed.
- November 10, 1884.—Leadville. Yard engine and cars; carelessness; engineer running at reckless rate of speed struck another engine, throwing engine tank off track, damaging engine badly, wrecking three cars and damaging five others.
- November 29, 1884.—Mile 137. Passenger. Ox caught in bridge. Struck ox, throwing engine, tender, mail and express car off track. Damage light.
- December 5, 1884.—Near Shawano. Freight; crippled car; had bad order car coupled on behind caboose; it broke away and ran down the grade, jumped track and was entirely destroyed.
- December 7, 1884.—Cimarron freight. Brakes failing, cars got away from train crew; struck train of cars ahead, damaging ten cars.
- December 25, 1884.—Burnham. Cars burned; fire in coach; four cars A., T. & S. F. passenger equipment and two D. & R. G. sleepers damaged. Total loss, \$9,700.
- February 12, 1885.—Near Twin Lakes. Freight train parting, rear cars collided with front portion of train. One car destroyed, eight cars badly wrecked.
- March 10, 1885.—Near Crystal Creek. Passenger; rock slide; train ran into rock slide, damaging engine and steps of passenger cars.
- March 18, 1885.—Near Riverside. Freight train parting and broken wheel; six cars ditched by broken wheel, damaging three cars badly.

- March 19, 1885.—Pueblo. Freight; brake beam dropped; coming into Pueblo yard brake beam came down on car crossing over switch, throwing three cars from track, turning them over and breaking them up badly.
- April 3, 1885.—Between Mile 325 and 326. Passenger. Struck rock slide, damaging mail, express and emigrant cars slightly.
- April 22, 1885.—Mile Post 170. Passenger; rock on track. Struck large rock, breaking tool box entirely off express car and damaging steps of two coaches and one sleeper.
- May 9, 1885.—Mile 382. Passenger and hand car; collision. No. 7 ran into hand car on track while rounding sharp curve. Hand car totally destroyed.
- May 25, 1885.—Colorado Springs. Freight; coupling pin flew out. Two cars ran off on down grade, both passing over the dump. One car destroyed and other badly damaged.
- June 28, 1885.—Near Mile Post 173. Passenger; train parting. Train parted and second section ran a short distance and jumped the track, ditching two coaches and one sleeper, wrecking same badly.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? None.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Yes. The Pullman Car Company collects all fares for Pullman car facilities and retains this revenue. The Denver and Rio Grande Railway pays nothing for the use of these cars, except that it repairs and renews the cars, with the exception of the upholstering, which is taken care of by the P. P. C. Co.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Nothing paid, except as above stated. The P. P. Co. receives the earnings. Denver and Rio Grande repairs as above.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Colorado, and on what terms of service? The compensation depends upon the number of trains run daily, and weight of mails carried

on the various routes. The amount varies on different routes, and varies on the same route at different times; is subject to deduction and extra compensation within the discretion of the United States Government.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$4,214.42.

TELEGRAPH.

How many miles of telegraph are owned by your company in Colorado? None.

What other company, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own? The Western Union Telegraph Company, 3,986½ miles along the line of the Denver & Rio Grande Railway.

What operating arrangements have you with other railroad companies, setting forth the contracts for the same? None, except an arrangement by which through trains of the Atchison, Topeka and Santa Fe Railroad are run to Denver and return to Pueblo, the Denver and Rio Grande Railway taking the earnings, hauling the trains and paying the Atchison, Topeka and Santa Fe Railroad car service on the passenger and freight cars used at the regular established rates.

Are the bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Yearly.

By whom? The superintendent of bridges.

Average number of cars in passenger train in Colorado? Four and two-thirds.

Average number of cars in freight train in Colorado. Eighteen and three-fourths.

Cost per mile of moving average passenger train? \$1.17.

Cost per mile of moving average freight train? \$1.65.

Cost of all snow sheds and fences? \$116,140.

Cost of snow sheds and fences built during the year? \$20,925.17.

Cost of repairs of snow sheds and fences during the year? \$18,951.76.

Cost of removing snow and ice from the track during the year? \$112,758.23.

Aggregate yearly salary paid general officers? \$47,968.44.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced? Yes. The use of intoxicating liquors, while on duty, is strictly prohibited.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? None.

Have you in use any cars provided with an automatic coupler? Yes.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None, except those to secure stone for the use of the road. (For masonry and ballasting.)

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

STATE OF COLORADO, }
COUNTY OF ARAPAHOE, } ss.

WILLIAM S. JACKSON, Receiver of the Denver and Rio Grande Railway, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of the receiver, and, having carefully examined the same declares them to be a true, full and correct answer to each and every question therein propounded and answered, and that the same constitutes a true statement of the condition and affairs of said railway for the period from July 12, 1884, to the thirtieth day of June A. D. 1885, to the best of his knowledge and belief.

Signed,

WM. S. JACKSON,

[L. S.]
OF R. R.

Receiver D. & R. G. R'y.

Subscribed and sworn to before me this twenty-first day of September A. D. 1885.

JOEL F. VAILE,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads this twenty-second day of September A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Denver and New Orleans Railroad Co.

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|-------------------------------|------------------------|---------------------|
| President..... | Hon. John Evans..... |Denver, Colo. |
| Vice-President | J. Sidney Brown..... |Denver, Colo. |
| Secretary | Charles Wheeler..... |Denver, Colo. |
| Treasurer... .. | Charles B. Kountz..... |Denver, Colo. |
| General Manager..... | Cyrus W. Fisher..... |Denver, Colo. |
| Chief Engineer..... | P. F. Barr..... |Denver, Colo. |
| Superintendent of Telegraph.. | J. T. Speer..... |Denver, Colo. |
| Auditor..... | Charles Wheeler..... |Denver, Colo. |
| General Agent of Traffic..... | W. S. Taylor..... |Denver, Colo. |
| General Solicitor..... | Wells, Macon & McNeal |Denver, Colo. |

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|----------------------|---------------------|----------------------|---------------------|
| Hon. John Evans..... | Denver, Colo..... | Charles B. Kountz... |Denver, Colo. |
| J. Sidney Brown..... | Denver, Colo..... | S. H. Elbert.. |Denver, Colo. |
| George Tritch..... | Denver, Colo..... | Cyrus W. Fisher..... |Denver, Colo. |
| William Barth..... | Denver, Colo..... | Russell Sage..... |New York, N. Y. |

Date of annual election of directorsSecond Tuesday in March

Location of general officesDenver, Colo.

Location of general office in this State.....Denver, Colo.

Name and address of person to whom correspondence concerning this report
should be directed.....H. A. Bagley, Chief Clerk, Denver, Colo.

CAPITAL STOCK.

| | |
|---|---------------|
| Amount authorized by articles of association | \$ 15,000,000 |
| Amount authorized by vote of the company..... | 15,000,000 |
| Number of shares issued 27,400; amount paid in..... | 2,740,900 |
| Stock subscribed by individuals or corporations in cash. | 900 |
| Stock issued for account of construction | 2,740,000 |
| Total common stock issued..... | \$ 2,740,900 |
| Amount of stock issued to build and equip the road..... | \$ 2,740,000 |
| Total amount paid in as per books of the company | 2,740,900 |
| Amount of stock per mile of road | 20,000 |
| Amount of stock held in Colorado..... | 2,740,900 |
| Total number of stockholders | 10 |
| Number of stockholders in Colorado..... | 10 |

LIST OF STOCKHOLDERS,

AT LAST ELECTION OF DIRECTORS, AND AMOUNT OWNED BY EACH.

| NAME. | NO. SHARES | NAME. | NO. SHARES. |
|-------------------------------|------------|-----------------------|-------------|
| J. Sidney Brown, trustee..... | 27,400 | William Barth..... | 1 |
| John Evans..... | 1 | Cyrus W. Fisher | 1 |
| J. S. Brown..... | 1 | S. H. Elbert..... | 1 |
| C. B. Kountz | 1 | R. W. Woodbury | 1 |
| D. H. Moffat | 1 | George Tritch..... | 1 |

BONDED DEBT.

| | |
|---|--------------|
| First mortgage bonds, date October 1, 1881, due October 1, 1921, rate of interest, 6 per cent | \$ 2,460,000 |
| Total bonded debt..... | \$ 2,460,000 |
| Amount of bonds issued to build and equip the road..... | \$ 2,460,000 |
| Amount of bonded debt per mile of road | 18,000 |

FLOATING DEBT.

| | |
|--|--------------|
| Amount of debt not secured by mortgage | \$ 66,231 66 |
| Total amount of paid-up stock and debt..... | 5,276,131 66 |
| Amount of stock and debt per mile of road..... | 38,360 42 |

COST OF ROAD.

| | |
|--|---------------|
| Cost of right of way entire line | \$ 67,603 97 |
| Cost of right of way in Colorado..... | \$ 6 7,603 97 |
| Cost of all real estate used exclusively in operating the road | 116,102 22 |
| Cost of all real estate used exclusively in operating the road in Colorado. | \$ 116,102 22 |
| Grading | 445,507 53 |
| Bridging and masonry | 207,431 42 |
| Superstructure, including rails | 1,656,245 75 |
| Passenger and freight stations, coal sheds, water stations, section and tool houses | 67,750 33 |
| Engine houses, car sheds and turn tables, machine shops, machinery and tools | 57,335 71 |
| Interest paid during construction, discounts, etc .. | 226,019 83 |
| Engineering, agencies, salaries, and other expenses during construction.... | 133,360 54 |
| All other items charged to construction not enumerated above | 37,779 49 |
| Cost of construction, entire line..... | 3,015,136 79 |
| Cost of construction in Colorado..... | 3,015,136 79 |
| The value of all other property owned by the corporation..... | 4,500 00 |

COST OF EQUIPMENT.

| | |
|---|---------------|
| Locomotives | \$ 98,529 39 |
| First-class passenger cars | 11,284 30 |
| Second-class passenger cars..... | 9,524 25 |
| Express, mail and baggage cars..... | 8,009 32 |
| Box cars | 36,302 06 |
| Stock cars..... | 7,543 70 |
| Coal cars..... | 45,913 43 |
| Flat cars..... | 39,771 10 |
| Hand and push cars | 5,711 65 |
| Other cars for freight purposes | 2,296 45 |
| Miscellaneous cars..... | 3,419 76 |
| Snow plows..... | 1,126 49 |
| Total cost of equipment..... | \$ 269,431 90 |
| Average cost of equipment per mile of road operated | \$ 1,958 92 |
| Proportion of cost of road and equipment for Colorado..... | 3,284,568 69 |
| Average cost of road and equipment per mile in Colorado | 23,880 65 |

PROPERTY ACCOUNTS.

Charges and credits by which the capital and debt have been increased during the year.

Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same.)

Fence posts..... \$ 44 50

DESCRIPTION OF ROAD.

| | MILES. | |
|--|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Denver to Pueblo..... | 124.371 | 124.371 |
| Length of three-rail track on main line..... | .5 | 5 |
| Branches—From Manitou Junction to Colorado Springs..... | 9.140 | 9.140 |
| From Franceville Junction to Franceville..... | 4.030 | 4.030 |
| Total length of main line and branches..... | 137.541 | 137.541 |
| Aggregate length of siding and other track not above..... | 7.404 | 7.404 |
| Number of miles of iron rail.. .. | 4.780 | 4.780 |
| Number of miles of steel rail.. .. | 132.761 | 132.761 |
| [Weight per yard, steel, 50 pounds] | ..... | ..... |
| [Weight per yard, iron, 48 pounds] | ..... | ..... |
| Gauge of track, 4 feet 8½ inches..... | ..... | ..... |
| Number of miles of telegraph owned by this company.. .. | 137. | 137. |
| Grade—Maximum per mile, 105.6 feet..... | ..... | ..... |
| Longest maximum, 34,100 feet..... | ..... | ..... |
| Curvature—Shortest radius, 955.4 feet..... | ..... | ..... |
| Total miles of road operated by this company, including sidings..... | 144.945 | 144.945 |

STATIONS.

| | Entire Line. | In Colorado. |
|--|--------------|--------------|
| No. of stations on all roads owned by this company..... | 22 | 22 |
| No. of stations on all roads operated by this company..... | 22 | 22 |
| No. of "common points"..... | 3 | 3 |
| No. of telegraph offices in stations..... | 9 | 9 |

EMPLOYÉS.

| | Entire line. | In Colo- rado | Average salary per annum. | Total salaries. |
|---|-----------------|------------------|---------------------------------|-----------------|
| Road Masters..... | 1 | 1 | \$1,500 00 | \$ 1,500 00 |
| Clerks in all offices..... | 6 | 6 | 850 04 | 5,100 24 |
| Master and Assistant Mechanics..... | 8 | 8 | 1,040 00 | 8,320 00 |
| Helpers in shops..... | 3 | 3 | 600 00 | 1,800 00 |
| Train Dispatchers..... | 1 | 1 | 1,500 00 | 1,500 00 |
| Conductors..... | 3 | 3 | 1,200 00 | 3,600 00 |
| Engineers..... | 4 | 4 | 1,386 00 | 5,544 00 |
| Firemen and Wipers..... | 6 | 6 | 702 00 | 4,212 00 |
| Brakemen..... | 5 | 5 | 780 00 | 3,900 00 |
| Baggagemen..... | 1 | 1 | 480 00 | 480 00 |
| Station Agents (who are also telegraph oper- ators)..... | 8 | 8 | 847 50 | 6,780 00 |
| Section Foremen..... | 3 | 3 | 840 00 | 2,520 00 |
| Section Laborers..... | 15 | 15 | 468 00 | 7,020 00 |
| Other employés..... | 14 | 14 | 765 50 | 10,717 01 |
| Total number persons regularly employed.... | 78 | 78 | ..... | ..... |
| Total amount paid employés..... | ..... | ..... | ..... | \$ 62,993 25 |

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH |
|---|-------|---------------------|
| Wooden truss bridges..... | 2 | 184 feet |
| Wooden trestle and pile..... | 283 | ..... |
| BOX CULVERTS IN COLORADO | | |
| Timber..... | 25 | ..... |
| CATTLE GUARDS. | | |
| Number in Colorado..... | 65 | ..... |
| Renewal of bridges and culverts in Colorado..... | 8 | ..... |
| Amount of timber used in renewal of wooden bridges during the year (feet B. M.)..... | ..... | 100,000 feet |

| | |
|---|---------------------------------------|
| Give the average number of years the trestle and pile bridges last on your road..... | } Not yet old enough to ascertain. |
| Give the average number of years the wooden truss bridges last on your road..... | |
| | } Renewals account of fire and flood. |

ROAD-BED AND TRACK IN COLORADO.

| | |
|--|--|
| Number of track sections..... | 19 |
| Average length of sections | 7½ miles |
| Average number of men in each section gang..... | Three floating gangs of five men each |
| Average number of ties per mile of road..... | 2,600 |
| Number of new ties laid in track during the year..... | 10,200 |
| Average number of new ties per mile of road (scattered)..... | 73 |
| New rails laid in track during the year, iron (..... tons) miles..... | None |
| New rails laid in track during the year, steel (..... tons) miles..... | None |
| Average life of iron rails on main line?..... | Road not old enough to get average |
| Average life of iron rails on branches?..... | Road not old enough to get average |
| Average life of steel rails on main line?..... | Road not old enough to get average |
| Average life of steel rails on branches? | Road not old enough to get average |
| Average life of ties? | White pine, 2 years; spruce and hard pine still good |
| Average life of joint fastenings? | Fisher joints; no signs of wear or break |
| Average life of frogs?..... | Still good |

CROSSINGS IN COLORADO.

| | |
|--|------|
| What railroad crosses your road at grade and at what locality | |
| Denver, South Park and Pacific at Denver. | |
| Denver & Rio Grande at Denver. | |
| Denver Circle at Denver | |
| Atchison, Topeka and Santa Fe at Pueblo. | |
| What railroads cross your road, either over or under, and at what locality?..... | None |
| Number of highway crossings at grade..... | 104 |
| Number of highway crossings at which there are flagmen..... | 2 |
| Number of highway crossings over railroad | None |
| Number of highway crossings under railroad..... | None |
| Number of highway bridges eighteen feet above track | None |
| Number of highway bridges less than eighteen feet above track | None |

FENCING IN COLORADO.

| | |
|---|-------------|
| How many miles of your road in Colorado are fenced..... | 10 |
| What is the average cost per rod | \$ 1 00 |
| What is the total cost of the same | \$ 3,200 00 |
| How many miles of new fencing have you built during the year..... | 5 |

ROLLING STOCK.

| | LEASED | OWNED | TOTAL | AVERAGE LIFE IN YEARS. |
|---|------------------------|-------|-------|------------------------------|
| Number of passenger locomotives..... | ..... | ..... | 4 | ..... |
| Number of freight locomotives..... | ..... | ..... | 4 | ..... |
| Number of passenger cars..... | ..... | 4 | 4 | ..... |
| Number of baggage, mail and express cars..... | ..... | 2 | 2 | ..... |
| Number of box freight cars..... | ..... | 60 | 60 | ..... |
| Number of stock cars..... | ..... | 14 | 14 | ..... |
| Number of platform and coal cars..... | ..... | 175 | 175 | ..... |
| Number of other cars..... | ..... | 55 | 55 | ..... |
| Total number of cars..... | ..... | 310 | 310 | ..... |
| | | | | |
| Maximum weight of locomotives and tenders..... | | | | 45 tons |
| Average weight of locomotives and tenders..... | | | | 40½ tons |
| Number of locomotives equipped with train brake..... | | | | 4 |
| Maximum weight of passenger cars..... | | | | 12 tons |
| Average weight of passenger cars..... | | | | 12 tons |
| Number of cars equipped with steam brake..... | | | | 6 |
| Kind of brake..... | Westinghouse automatic |  |  | ..... |
| Number of passenger cars equipped with Miller platform and buffer..... | | | | 4 |
| The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight: Weight of engine, 45 tons; tons, 200 | | | | |

MILEAGE, TRAFFIC, ETC.

| | |
|--|---------|
| Miles run by passenger trains during the year..... | 114,580 |
| Miles run by freight trains during the year..... | 60,492 |
| Miles run by switching trains during the year..... | 36,500 |
| Miles run by other trains during the year..... | 2,250 |
| Total train mileage..... | 213,822 |

CARS AND WEIGHT OF TRAINS.

| | |
|--|-----------------------|
| Average number of cars in passenger trains..... | 3 |
| Average weight of passenger trains, exclusive of passengers..... | 76 $\frac{1}{4}$ tons |
| Average number of cars in freight trains | 14 |
| Average weight of freight trains, exclusive of freight | 126 tons |

PASSENGER TRAFFIC.

| | |
|---|-----------------------|
| Number of through passengers carried..... | 483 |
| Number of local passengers carried | 28,130 |
| Number of passengers carried east and south..... | 14,279 |
| Number of passengers carried west and north..... | 14,334 |
| Total number of passengers carried | 28,613 |
| Total passenger mileage, or passengers carried one mile..... | 1,512,998 |
| Average distance traveled by each passenger..... | 52.88 miles |
| Average amount received from each passenger..... | \$ 1.0163 |
| Highest rate of fare per mile for any distance..... | 8 $\frac{1}{3}$ cents |
| Lowest rate of fare per mile for any distance (Sunday excursion) | 1.1 cents |
| Average rate of fare per mile for all passengers | .0192 cents |
| Average rate paid per mile per passenger in Colorado | .0192 cents |

EXCURSION TRAINS IN COLORADO.

| | |
|--|----------------------|
| Total number of miles run..... | 3,152 |
| Total number of passengers carried.. | 9,855 |
| Total movement of passengers (carried one mile).. .. | 187,420 |
| Total amount of excursion earnings..... | \$ 4,373 15 |
| Total expense of excursion trains..... | \$ 2,860 00 |
| Average number of miles each passenger carried..... | 28 |
| Average rate per mile per passenger | 2 $\frac{1}{2}$ cts. |

FREIGHT TRAFFIC.

| | |
|---|-------------|
| Number of tons of through freight carried..... | 282 |
| Number of tons of local freight carried..... | 69,269 |
| Total tons of freight carried..... | 69,551 |
| Total mileage of through freight (tons carried one mile)..... | 19,202 |
| Total mileage of local freight (tons carried one mile)..... | 5,505,322 |
| Total freight mileage, or tons carried one mile..... | 5,524,524 |
| Average rate per ton per mile received for local freight..... | 1 1/2 cents |
| Average rate per ton per mile received for all freight..... | 1 1/2 cents |
| Average cost per ton per mile to move all freight..... | .0112 cents |
| Percentage of freight originating at and carried to stations in Colorado to total freight carried in Colorado. (This should not include fuel nor any material for the use of the road)..... | All |

CAR MILEAGE.

| | |
|---|---------------|
| Number of miles run by loaded freight cars east and south..... | 6,049 |
| Number of miles run by loaded freight cars west and north..... | 36,294 |
| Number of miles run by empty freight cars east and south..... | 16,034 |
| Number of miles run by empty freight cars west and north..... | 2,115 |
| Total freight car mileage..... | 60,492 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 72.6 per cent |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 5.5 per cent |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado..... | 30 per cent |

SPEED OF TRAINS IN COLORADO.

| | |
|--|-------------|
| Rate of speed of passenger trains, including stops, miles..... | 30 per hour |
| Rate of speed of freight trains, including stops, miles..... | 15 per hour |

TONNAGE OF ARTICLES TRANSPORTED.

| | TONS. | PER CENT. |
|--|--------|-----------|
| Grain | 834 | ..... |
| Flour | 990 | ..... |
| Animals..... | 1,313 | ..... |
| Other agricultural products | 956 | ..... |
| Iron, lead and mineral products | 845 | ..... |
| Lumber and forest products | 7,005 | ..... |
| Coal..... | 52,698 | ..... |
| Salt..... | 47 | ..... |
| Stone and brick | 108 | ..... |
| Merchandise and other articles not enumerated above..... | 4,755 | ..... |
| Total tons carried | 69,551 | ..... |

TONNAGE OF ARTICLES TRANSPORTED
IN COLORADO.

| | TONS. | PER CENT. |
|--|--------|-----------|
| Grain..... | 834 | ..... |
| Flour..... | 990 | ..... |
| Animals..... | 1,313 | ..... |
| Other agricultural products..... | 956 | ..... |
| Iron, lead and mineral products | 845 | ..... |
| Lumber and forest products | 7,005 | ..... |
| Coal | 52,698 | ..... |
| Salt..... | 47 | ..... |
| Stone and brick..... | 108 | ..... |
| Merchandise and other articles not enumerated above..... | 4,755 | ..... |
| Total tons carried | 69,551 | ..... |

ANALYSIS OF EARNINGS.

| | |
|--|---------------|
| Earnings—From all passengers | \$ 29,079 70 |
| From express and baggage..... | 3,646 69 |
| From mails..... | 8,816 97 |
| From other sources passenger department | 8 00 |
| Total earnings passenger department..... | \$ 41,551 36 |
| Total passenger earnings in Colorado | \$ 41,551 36 |
| Earnings per train mile (114,580 miles)..... | [\$0 36] |
| Earnings per mile entire line..... | \$302 10 |
| Earnings per mile in Colorado..... | 302 10 |
| Earnings—Freight—From local..... | [\$74,797 81] |
| From other sources freight department..... | ..[326 00] |
| Total earnings freight department .. | \$ 75,123 81 |
| Total freight earnings in Colorado..... | \$ 75,123 81 |
| Earnings per train mile (60,492 miles)..... | [\$1 24 +] |
| Earnings per mile entire line..... | \$546 19 |
| Earnings per mile in Colorado..... | 546 19 |
| Total transportation earnings..... | \$ 116,675 17 |
| Earnings per train mile run from all trains earning revenue (175,072 miles)..... | \$0.666 + |
| Earnings per mile of road operated (137,541 miles)..... | \$848 29 + |
| Car mileage (credit balance)..... | \$ 11 17 |
| Earnings from all other sources | 3,569 80 |
| Telegraph earnings..... | [\$349 42] |
| Total earnings from all sources..... | 120,256 14 |
| Proportion of earnings for Colorado..... | \$ 120,256 14 |

What per cent are the earnings in Colorado of the earnings of the entire line?...100 per cent.

Of the earnings of entire line, what is the ratio of the passenger to the freight?...356 as to 644.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

| | |
|--|--------------|
| CLASS I—MAINTENANCE OF WAY AND BUILDINGS. | |
| Repairs of road-bed and track..... | \$ 9,605 13 |
| Renewal of rails | 42 13 |
| Renewal of ties..... | 141 03 |
| Repairs of bridges, including culverts and cattle guards | 5,771 24 |
| Repairs of fences, road crossings and signs..... | 235 90 |
| Repairs of buildings, stations and water tanks..... | 791 84 |
| Total..... | \$ 16,587 27 |
| CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS. | |
| Repairs of locomotives | \$ 12,271 19 |
| Repairs of passenger cars | 2,310 16 |
| Repairs of freight cars | 3,324 65 |
| Total..... | \$ 18,356 00 |
| CLASS III—CONDUCTING TRANSPORTATION. | |
| Fuel for locomotives | \$ 18,375 13 |
| Water supply. | 2,276 41 |
| Oil and waste..... | 962 25 |
| Locomotive service | 12,282 09 |
| Passenger train service..... | 4,088 64 |
| Passenger train supplies..... | 163 12 |
| Mileage of passenger cars (debit balance) | 39 06 |
| Freight train service | 9,568 59 |
| Freight train supplies | 143 04 |
| Mileage of freight cars (debit balance) | 11 05 |
| Telegraph expenses (maintenance and operating)..... | 52 26 |
| Damage and loss of freight and baggage | 216 74 |
| Damages to property and cattle | 1,696 93 |
| Personal injuries..... | 364 27 |
| Agents and station service..... | 8,165 77 |
| Depot privileges (Union Depot, Denver)..... | 4,250 00 |
| Station supplies..... | 364 75 |
| Total..... | \$ 64,021 10 |

EXPENSES OF OPERATING THE ROAD.

(CONTINUED.)

| GENERAL EXPENSES AND TAXES. | |
|--|--------------|
| Salaries of general officers and clerks..... | \$ 15,384 56 |
| Legal expenses | 469 75 |
| Insurance..... | 677 70 |
| Stationery and printing | 1,609 07 |
| Outside agencies and advertising | 352 20 |
| Contingencies..... | 3,554 24 |
| United States mail transfers | 620 00 |
| Taxes in Colorado | \$ 19,661 37 |
| Total taxes | 19,661 37 |
| Total..... | \$ 42,328 89 |

RECAPITULATION OF EXPENSES.

| | |
|--|---------------|
| Maintenance of way and buildings..... | \$ 16,587 27 |
| Maintenance of motive power and cars..... | 18,356 00 |
| Conducting transportation..... | 64,025 10 |
| General expenses including taxes | 42,328 89 |
| Total operating expenses and taxes | \$ 141,297 26 |
| Operating expenses and taxes per mile of road operated [137,541 miles]..... | \$ 1,027 31 |
| Operating expenses and taxes per train mile for trains earn- ing revenue [175,072 miles]..... | \$ 0.807+ |
| Proportion of operating expenses and taxes for Colorado.... | All |
| Expenses of running and management of passenger trains..... | \$ 79,060 20 |
| Expenses of running and management of passenger trains per train mile... | 69 |
| Expenses of running and management of freight trains..... | 62,237 06 |
| Expenses of running and management of freight trains per train mile..... | 1.028 |
| Expenses of running and management of all trains earning revenue..... | 141,297 26 |
| Percentage of expenses to earnings..... | 117 + |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | PRIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE | NET EARNINGS. | PERCENTAGE. |
|------------------------------|--------------|--------------|--------------------|---------------|--------------------------|---------------|-------------|
| 1883 | | | | | | | |
| July..... | \$ 2,957 97 | \$ 3,640 61 | \$ 1,123 63 | \$ 7,722 21 | ..... | ..... | ..... |
| August..... | 2,684 98 | 3,061 10 | 656 60 | 6,402 74 | ..... | ..... | ..... |
| September..... | 3,812 93 | 2,769 17 | 1,851 94 | 8,434 04 | ..... | \$ 888 88 | ..... |
| October..... | 5,983 14 | 2,467 75 | 1,544 88 | 10,000 77 | ..... | 1,605 64 | ..... |
| November..... | 6,144 63 | 2,724 99 | 1,353 61 | 10,223 23 | ..... | 4 46 | ..... |
| December..... | 7,206 18 | 2,911 65 | 1,064 75 | 11,182 58 | ..... | 1,393 12 | ..... |
| 1884. | | | | | | | |
| January..... | 6,999 56 | 2,548 71 | 1,959 86 | 11,508 13 | - \$ 2,534 80 | 1,943 48 | 18 + |
| February..... | 5,899 71 | 2,412 43 | 961 99 | 9,282 13 | - 3,375 30 | ..... | 26 + |
| March..... | 6,535 80 | 3,033 39 | 1,504 60 | 11,073 79 | - 1,365 22 | ..... | 11 - |
| April..... | 6,600 70 | 3,384 29 | 909 04 | 10,894 03 | - 1,562 61 | 1,234 69 | 12 + |
| May..... | 4,560 66 | 3,008 88 | 851 17 | 8,420 71 | - 1,136 80 | ..... | 12 - |
| June..... | 2,827 22 | 3,117 97 | 1,345 78 | 7,290 97 | - 5 7 34 | ..... | 06 + |
| Totals..... | \$ 62,218 48 | \$ 35,080 94 | \$ 15,135 91 | \$ 112,435 33 | - \$ 10,482 07 | ..... | 15 + |
| Proportion for Colorado..... | 62,218 48 | 35,080 94 | 15,135 91 | 112,435 33 | 6 months | ..... | 6 mos. |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

(CONTINUED.)

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR -- DECREASE. | NET EARNINGS. | PERCENTAGE. |
|-------------------------------|--------------|--------------|--------------------|---------------|----------------------------|---------------|-------------|
| 1884. | | | | | | | |
| July | \$ 2,631 58 | \$ 3,620 19 | \$ 1,661 44 | \$ 7,913 21 | + \$ 191 00 | ..... | 02 + |
| August | 3,109 93 | 3,297 37 | 1,118 38 | 7,525 68 | + 1,122 94 | ..... | 17 + |
| September | 5,405 33 | 4,100 58 | 1,152 06 | 10,657 97 | + 2,223 93 | ..... | 26 + |
| October | 5,509 01 | 2,949 89 | 1,103 66 | 9,562 56 | - 438 21 | ..... | 04 + |
| November | 11,791 25 | 1,633 78 | 1,937 92 | 14,462 95 | + 4,239 72 | ..... | 41 + |
| December | 9,711 34 | 1,881 81 | 1,066 23 | 12,659 38 | + 1,476 80 | \$ 639 20 | 13 + |
| January | 7,709 58 | 1,435 35 | 1,087 23 | 10,234 16 | - 1,273 97 | 294 04 | 11 + |
| February | 3,735 06 | 1,360 58 | 1,071 14 | 6,166 58 | - 3,115 55 | ..... | 33 + |
| March | 5,660 49 | 1,875 43 | 993 48 | 8,529 40 | - 2,544 39 | 895 59 | 23 - |
| April | 5,859 58 | 1,601 91 | 2,845 59 | 10,307 08 | - 586 95 | 3,004 83 | 05 + |
| May | 6,544 35 | 1,978 46 | 1,600 36 | 10,183 17 | + 1,762 46 | 1,281 05 | 20 + |
| June | 7,130 31 | 3,344 55 | 1,579 14 | 12,054 00 | + 4,763 03 | 1,581 88 | 65 + |
| Totals | \$ 74,797 81 | \$ 29,079 70 | \$ 16,178 63 | \$ 120,256 14 | + \$ 7,800 81 | ..... | 06 + |
| Proportion for Colorado | 74,797 81 | 29,079 70 | 16,178 63 | 120,256 14 | ..... | ..... | ..... |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR — DECREASE. | EXCESS OF EX- PENSES. | PERCENT- AGE. |
|------------------------------|-------------------------------|--------------|--------------|---------------|---------------------------------|--------------------------|------------------|
| 1883 | | | | | | | |
| July..... | \$ 4,875 29 | \$ 2,837 63 | \$ 1,900 27 | \$ 9,613 19 | ..... | \$ 1,690 98 | ..... |
| August..... | 3,984 04 | 2,561 47 | 1,119 91 | 7,665 42 | ..... | 1,262 68 | ..... |
| September..... | 3,011 09 | 2,716 70 | 977 37 | 7,545 16 | ..... | ..... | ..... |
| October..... | 4,334 98 | 2,120 20 | 1,939 95 | 8,395 13 | ..... | ..... | ..... |
| November..... | 5,071 94 | 2,673 74 | 2,473 09 | 10,218 77 | ..... | ..... | ..... |
| December..... | 5,385 75 | 2,805 06 | 1,141 54 | 9,789 46 | ..... | ..... | ..... |
| 1884 | | | | | | | |
| January..... | 5,247 58 | 2,870 07 | 457 00 | 9,554 65 | — \$ 2,169 49 | ..... | 18 + |
| February..... | 4,918 76 | 2,046 10 | 3,552 19 | 10,517 05 | — 3,356 94 | 1,234 92 | 24 + |
| March..... | 4,418 97 | 2,106 75 | 7,859 75 | 14,396 47 | — 150 03 | 3,322 68 | 01 + |
| April..... | 4,601 00 | 2,687 60 | 2,379 74 | 9,659 34 | — 3,721 01 | ..... | 27 + |
| May..... | 4,878 09 | 2,436 45 | 3,828 32 | 11,142 86 | — 3,872 33 | 2,722 15 | 25 + |
| June..... | 4,525 96 | 1,928 43 | 2,428 40 | 8,862 79 | — 3,465 29 | 1,571 82 | 12 + |
| Totals..... | \$ 56,063 45 | \$ 29,790 20 | \$ 29,959 53 | \$ 117,370 29 | — \$ 16,735 09 | \$ 4,934 96 | 20 + |
| Proportion for Colorado..... | 56,063 45 | 29,790 20 | 29,959 53 | 117,370 29 | 6 mos. | 4,934 96 | 6 mos. |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

(CONTINUED.)

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE. | NET EARNINGS | PERCENTAGE. |
|----------------------------|--------------|--------------|--------------------|---------------|---------------------------------|--------------|-------------|
| 1884. | | | | | | | |
| July..... | \$ 7,019 63 | 2,713 47 | \$ 757 55 | \$ 10,490 65 | - \$ 877 46 | \$ 2,577 44 | 09 - |
| August..... | 4,753 61 | 3,743 95 | 1,689 52 | 10,187 08 | - 2,521 66 | 2,661 40 | 33 - |
| September | 5,041 82 | 4,730 40 | 926 82 | 10,699 04 | - 3,153 86 | 41 07 | 41 - |
| October | 5,039 59 | 4,162 67 | 769 74 | 9,972 00 | - 1,576 87 | 409 44 | 18 - |
| November | 6,481 38 | 3,030 85 | 6,703 46 | 16,215 69 | - 5,956 92 | 1,752 74 | 58 - |
| December | 5,990 52 | 4,092 94 | 1,936 72 | 12,020 18 | - 2,787 83 | ..... | 28 - |
| January..... | 5,675 74 | 2,785 19 | 1,479 19 | 9,940 12 | - 1,375 47 | ..... | 14 - |
| February | 4,531 85 | 1,586 78 | 1,682 20 | 7,800 83 | - 2,716 22 | 1,634 25 | 26 - |
| March..... | 4,628 59 | 1,533 06 | 1,472 16 | 7,633 81 | - 6,762 66 | ..... | 47 - |
| April | 4,568 12 | 1,501 56 | 1,232 57 | 7,302 25 | - 2,357 09 | ..... | 24 - |
| May..... | 5,171 88 | 2,221 74 | 1,508 50 | 8,902 12 | - 2,240 74 | ..... | 20 - |
| June | 5,122 37 | 2,840 66 | 2,509 09 | 10,472 12 | - 1,609 33 | ..... | 18 - |
| Totals | \$ 64,025 10 | \$ 34,943 27 | \$ 22,667 52 | \$ 121,635 89 | - 5,822 71 | \$ 1,379 75 | 04 - |
| Proportion for Colorado .. | 64,025 10 | 34,943 27 | 22 67 52 | 121,635 89 | - 5,822 71 | 1,379 75 | ..... |

GENERAL EXHIBIT.

| | |
|---|---------------|
| Total earnings | \$ 120,256 14 |
| Total expenses, including taxes | 141,297 26 |
| Interest accruing during the year | 150,991 69 |
| Interest on funded debt | 148,140 00 |
| Interest on floating debt | 4,711 12 |

INCOME ACCOUNT.

| | |
|--|---------------|
| Income from earnings | \$ 120,256 14 |
| Total income from all sources for the year | \$ 120,256 14 |

GENERAL RECAPITULATION.

| | |
|---|---------------|
| Total income | \$ 120,256 14 |
| Total operating expenses and taxes | 141,297 26 |
| Gross income per train mile run (213,822 miles) | \$0.56+ |

GENERAL BALANCE SHEET,

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE DENVER
AND NEW ORLEANS RAILROAD COMPANY.

| DEBITS. | AMOUNT. | CREDITS. | AMOUNT. |
|---|----------------|---|----------------|
| Construction and equipment... | \$3,284,568 69 | Capital stock..... par value | \$2,740,900 00 |
| Coal agency..... | 4,500 00 | First mortgage bonds, par val | 2,469,000 00 |
| Treasurer | 8 39 | Operating earnings..... | 120,256 14 |
| Trustees | 2,553 02 | Audited bills | 25,123 12 |
| Operating expenses..... | 121,635 89 | Promissory notes..... | 5,234 25 |
| Taxes | 19,661 37 | Railroad company's (ticket and mileage balance)..... | 935 61 |
| Store room..... | 3,187 58 | Advanced charges, checks (outstanding)..... | 1,245 00 |
| Advanced charges (on freight) | 25 | Certificates of indebtedness.. | 16,192 99 |
| Contingent collateral..... | 466 00 | Audited pay rolls..... | 14,705 09 |
| All agents and conductors | 9,619 18 | Various persons..... | 2,795 60 |
| Various persons | 5,596 85 | Replacement fund..... | 200 00 |
| Interest, including penalties on delinquent taxes..... | 7,699 30 | Accrued interest coupons (1st mortgage bonds) (unpaid) | 555,525 00 |
| Loss and gain | 12,312 97 | | |
| Discount on stock and bonds.. | 1,924,778 31 | | |
| Interest on first mortgage bonds | 555,525 00 | | |
| Total | \$5,952,112 80 | Total | \$5,952,112 80 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS, YEAR ENDING JUNE 30, 1885.

| STATIONS. | Agricultural products. Tons. | Products of mines Tons. | Products of forests. Tons. | Live Stock Tons | Merchandise & Miscella- neous. Tons |
|----------------------------|------------------------------------|-------------------------------|----------------------------------|--------------------|---|
| Denver | 1,544 | 845 | 193 | 250 | 2,727 |
| Coronado | 50 | ..... | ..... | ..... | ..... |
| Parker | 118 | ..... | ..... | ..... | 6 |
| Bellevue ..... | ..... | ..... | ..... | ..... | 2 |
| Elizabeth | 15 | ..... | 519 | 40 | 97 |
| Cameron ..... | ..... | ..... | 628 | ..... | ..... |
| Elbert | 209 | ..... | 1,622 | 205 | 193 |
| Sidney ..... | ..... | ..... | 1,081 | ..... | ..... |
| Easton ..... | ..... | ..... | 2,288 | ..... | ..... |
| Granger | 95 | ..... | 541 | 170 | 282 |
| Bierstadt ..... | ..... | ..... | ..... | ..... | ..... |
| Manitou Junction ..... | ..... | ..... | ..... | ..... | ..... |
| Colorado Springs | 171 | ..... | 49 | 108 | 754 |
| Franceville ..... | ..... | 52,698 | ..... | ..... | 90 |
| Franceville Junction ..... | ..... | ..... | ..... | ..... | 2 |
| Fountain | 182 | ..... | ..... | ..... | ..... |
| Little Buttes | 44 | ..... | ..... | ..... | ..... |
| Wigwam ..... | ..... | ..... | ..... | ..... | ..... |
| Piñon ..... | ..... | ..... | ..... | ..... | ..... |
| Cactus ..... | ..... | ..... | ..... | ..... | ..... |
| Pueblo | 352 | ..... | 85 | 468 | 757 |
| Total | 2,780 | 53,543 | 7,005 | 1,313 | 4,910 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES RECEIVED AT STATIONS, YEAR ENDING JUNE 30, 1885.

| STATIONS. | Agricultural products. Tons. | Products of mines. Tons. | Products of forests. Tons. | Live Stock Tons. | Merchandise & miscella- neous. Tons. |
|---------------------------|------------------------------------|--------------------------------|----------------------------------|---------------------|--|
| Denver..... | 759 | 39,827 | 6,309 | 963 | 927 |
| Coronado ..... | ..... | ..... | 15 | ..... | ..... |
| Melvin..... | ..... | ..... | 135 | ..... | 52 |
| Parker..... | ..... | ..... | 40 | ..... | 275 |
| Bellevue ..... | ..... | ..... | ..... | ..... | 140 |
| Elizabeth..... | 46 | 540 | ..... | ..... | 415 |
| Cameron..... | ..... | ..... | ..... | ..... | 7 |
| Elbert..... | ..... | 456 | ..... | ..... | 375 |
| Sidney..... | ..... | ..... | ..... | ..... | 15 |
| Easton ..... | ..... | ..... | ..... | ..... | 246 |
| Granger..... | 14 | ..... | ..... | 60 | 344 |
| Bierstadt..... | ..... | 180 | ..... | ..... | 42 |
| Manitou Junction..... | ..... | 5,430 | ..... | ..... | ..... |
| Colorado Springs | 991 | 3,795 | ..... | 65 | 808 |
| Franceville ..... | ..... | ..... | 152 | ..... | 390 |
| Franceville Junction..... | ..... | ..... | 19 | ..... | 5 |
| Fountain ..... | ..... | ..... | 15 | ..... | ..... |
| Little Buttes..... | ..... | 105 | ..... | ..... | 30 |
| Wigwam..... | ..... | ..... | 42 | ..... | ..... |
| Pinon..... | ..... | ..... | 58 | ..... | ..... |
| Cactus..... | ..... | ..... | ..... | ..... | ..... |
| Pueblo..... | 970 | 3,210 | 220 | 225 | 839 |
| Total | 2,780 | 53,543 | 7,005 | 1,313 | 4,910 |

BUSINESS AND RECEIPTS.

| STATIONS. | FREIGHT. | | | PASSENGERS. | | | |
|----------------------------|--------------------|-------------------|--------------|-------------|------------|--------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM | NUMBER TO. | REVENUE. | TOTAL REVENUE. |
| Denver | 5,558 | 48,785 | \$ 45,791 91 | 12,498 | 13,281 | \$ 14,274 83 | \$ 60,066 74 |
| Coronado | 50 | 15 | ..... | ..... | ..... | ..... | ..... |
| High Line ..... | ..... | ..... | ..... | 26 | 43 | 17 80 | 17 80 |
| Melvin ..... | ..... | 137 | ..... | 9,355 | 9,380 | 24 25 | 24 25 |
| Parker | 124 | 315 | ..... | 94 | 101 | 307 35 | 307 35 |
| Bellevue | 2 | 140 | ..... | 16 | 150 | 384 35 | 384 35 |
| Elizabeth | 671 | 1,001 | 2,112 88 | 480 | 427 | 1,323 30 | 3,436 18 |
| Cameron | 628 | 7 | ..... | 32 | 44 | 76 80 | 76 80 |
| Elbert | 2,229 | 831 | 2,446 24 | 405 | 476 | 1,400 80 | 3,847 04 |
| Sidney | 1,081 | 15 | ..... | 17 | 51 | 54 40 | 54 40 |
| Easton | 2,288 | 246 | ..... | 215 | 205 | 461 20 | 461 20 |
| Granger | 1,088 | 418 | 979 72 | 276 | 293 | 761 35 | 1,741 07 |
| Bierstadt ..... | ..... | 222 | ..... | 34 | 30 | 30 55 | 30 55 |
| Manitou Junction ..... | ..... | 5,430 | ..... | 42 | 27 | 39 55 | 39 55 |
| Colorado Springs | 1,154 | 5,659 | 7,803 42 | 2,555 | 1,803 | 4,982 60 | 12,786 02 |
| Franceville Junction | 2 | 24 | ..... | 30 | 26 | 26 75 | 26 75 |

BUSINESS AND RECEIPTS.

(CONTINUED.)

| STATIONS. | FREIGHT. | | | PASSENGERS. | | | |
|--------------------|--------------------|-------------------|--------------|--------------|------------|--------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM. | NUMBER TO. | REVENUE. | TOTAL REVENUE. |
| Franceville..... | 52,788 | 542 | 1,077 67 | 176 | 210 | 1,129 00 | 2,206 67 |
| Fountain..... | 182 | 15 | ..... | 30 | 27 | 67 30 | 67 30 |
| Little Buttes..... | 44 | 135 | ..... | 46 | 31 | 153 65 | 153 65 |
| Wigwam..... | ..... | 42 | ..... | 23 | 26 | 10 15 | 10 15 |
| Piñon..... | ..... | 58 | ..... | 36 | 35 | 45 60 | 45 60 |
| Cactus..... | ..... | ..... | ..... | 17 | 20 | 6 85 | 6 85 |
| Pueblo..... | 1,662 | 5,464 | 14,911 97 | 2,085 | 1,927 | 3,501 27 | 18,413 24 |
| Totals..... | 69,551 | 69,551 | \$ 75,123 81 | 28,613 | 28,613 | \$ 29,079 70 | \$ 104,203 51 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE. | Name and Occupation. | Place. | Cause of Accident. | Character of injury. |
|---------------|--------------------------|--------------|---|---|
| Dec. 25, 1884 | Daniel Kelly, laborer... | Denver | Lack of caution Run over by engine | Killed; inquest; company not responsible |

INJURED.

| | | | | |
|---------------|---------------------------|-----------------|-------------------|----------------------------------|
| Nov. 24, 1884 | C. E. Nichols, engineer. | Colo. Springs. | Struck a cow |Scalded |
| Nov. 24, 1884 | F. Hodges, fireman..... | Colo. Springs | Struck a cow |Scalded |
| Jan. 1, 1885 | J. S. Potter, conductor.. | Parker | Wheel broke.... | Back injured by falling off car. |
| Apr. 22, 1885 | J. S. Potter, conductor.. | Franceville Jc. | Broke in two | Caught between cars |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|---------------------------|-------------|-----------|---------|-------------|-----------|---------|
| | Passengers. | Employees | Others. | Passengers. | Employees | Others. |
| Derailments | | | | | 2 | ..... |
| Falling from trains | | | | | 1 | ..... |
| Getting on and off trains | | | | | 1 | ..... |
| Lack of caution..... | | 1 | ..... | ..... | ..... | ..... |
| Total | | 1 | ..... | ..... | 4 | ..... |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|--|---|
| Number of persons killed during the year | 1 |
| Number of persons injured during the year..... | 4 |
| Number resulting from lack of caution, carelessness or misconduct..... | 1 |

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT.

- September 16.—Freight train. Train ran away down Parker's hill; engine stripped and cab knocked off; four cars with broken drawheads; two cars derailed by drawheads falling on track; no persons injured.
- November 24.—Passenger train. Struck cow, three miles from Colorado Springs; engine turned over and one pair of wheels of baggage car off; machinery of engine and the cab badly broken; engineer and fireman scalded severely.
- January 1.—Freight train. Broke wheel under caboose; conductor fell off and bruised in back.
- April 22.—Freight train. Broke in two at Franceville Junction; rear colliding with front portion; caught conductor between cars; conductor squeezed severely, but not seriously injured.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such express company? The Pacific Express Company. It pays to the railroad company 40 per cent. of its gross earnings from traffic over this road as compensation for its transportation. It does a regular express business and their freights are taken at the depot.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Colorado, and on what terms of service? Route No. 38,023, between Denver and Pueblo, December 1, 1882, to June 30, 1886, at \$8,186.18 per annum; that is, \$64.98 per mile for 125.98-100 miles. Route No. 38,025, between Manitou Junction and Colorado Springs, January 1, 1883, to June 30, 1886, at \$412.11 per annum; that is, \$42.75 per mile for 9.64-100 miles.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$620.

TELEGRAPH.

How many miles of telegraph are owned by your company in Colorado? 137 miles.

What other company, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own? None.

Date of original charter of the road, and that of any road consolidated with it, and the names of the companies? Denver and New Orleans Railroad Company, January 25, 1881.

Date when main line (giving termini and length) was put in operation? Denver and Pueblo, 124.371 miles, May 3, 1882.

Date of commencement of operating of each branch line, giving termini and length? Franceville Branch—Franceville Junction and Franceville—4.03 miles, May 3, 1882. Manitou Branch—Manitou Junction and Colorado Springs—9.14 miles, January 1, 1883.

Are the bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once a month.

By whom? H. S. Goodwin, roadmaster and superintendent of bridges and buildings.

Average number of cars in passenger train in Colorado? 3.

Average number of cars in freight train in Colorado? 14.

Cost per mile of moving average passenger train? 69 cents.

Cost per mile of moving average freight trains? \$1.025.

Cost of all snow sheds and fences? \$10,353 67.

Cost of removing snow and ice from the track during the year? \$16.20.

Aggregate yearly salary paid general officers? \$6,000.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors; if so, what is it, and is it enforced? Yes the use of intoxicating liquors by employes is strictly forbidden.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No formulated rules for this service; examinations made by train master.

How often? When deemed necessary.

Have you in use any cars provided with an automatic coupler? Yes.

Has your company in contemplation the adoption of any kind of automatic coupler? Yes.

What coal mines do you own and work, and where located? Franceville colliery, at Franceville, Colorado; worked, not owned.

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

STATE OF COLORADO, }
COUNTY OF ARAPAHOE, } ss.

JOHN EVANS, President of the Denver and New Orleans Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statement to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a

true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

Signed,

JOHN EVANS,

[L. S.]

President.

Subscribed and sworn to before me, this ninth day of September, A. D. 1885.

WM. P. GRAY,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads, this ninth day of September, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Denver, Utah & Pacific Railroad Company,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|-----------------------------|------------------------|------------------------------|
| President..... | George M. Miller |29 Wall St., N. Y. City |
| Vice-President | Henry R. Wolcott |29 Wall St., N. Y. City |
| Secretary | George W. Carr..... |29 Wall St., N. Y. City |
| Treasurer... .. | Wm. A. Street..... |29 Wall St., N. Y. City |
| General Superintendent..... | L. M. Fouts |Denver, Colo. |
| Auditor..... | E. R. Standish |Denver, Colo. |
| General Solicitor | E. O. Wolcott |Denver, Colo. |

| NAMES OF DIRECTORS | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|------------------------|---------------------|----------------------|---------------------|
| George M. Miller..... | New York City .. | James H. Smith..... |New York City |
| Henry R. Wolcott | Denver, Colo..... | Francis A. White.... |New York City |
| David S. Babcock | New York City.... | Samuel Thomas |New York City |
| Wm. A. Street..... | New York City.... | Calvin S. Brice..... |New York City |
| Henry Amy | New York City..... | Frederick O. Prince |Boston, Mass. |
| George H. Lincoln..... | New York City | Saml. A. B. Abbott.. |Boston, Mass. |

| | |
|---|--|
| Executive committee |None |
| Date of annual election of directors |Immediately after annual stockholders' meeting, which is the last Monday in April. |
| Location of general offices |29 Wall Street, New York City |
| Location of general office in this State..... |Denver, Colo. |
| Name and address of person to whom correspondence concerning this report should be directed..... |E. R. Standish, Auditor, Denver, Colo. |

CAPITAL STOCK.

| | |
|--|-----------------|
| Amount authorized by articles of association..... | \$ 3,000,000 00 |
| Amount authorized by vote of the company.....\$20,000 per mile | |
| Stock issued for account of construction | 458,000 00 |
| Stock issued to represent purchased lines (by consolidation) | 229,000 00 |
| Total common stock issued | \$ 687,000 00 |
| Amount of stock issued to build and equip the road | \$ 687,000 00 |
| Amount of stock issued during last year, and on what account was increase made? | 229,000 00 |
| On consolidation with Colorado Northern Railway Company \$229,000 was issued to pay for its road and equipment, and \$458,000 to take place of \$458,000 of stock issued by the old Denver, Utah and Pacific Railroad Company, the consolidated company being named "The Denver, Utah & Pacific Railroad Company." | |
| Proportion of stock for Colorado..... | 687,000 00 |
| Amount of stock per mile of road | 20,000 00 |
| Amount of stock representing the road in Colorado | 687,000 00 |
| Amount of stock held in Colorado; about | 140,000 00 |
| Total number of stockholders; about | 150 |
| Number of stockholders in Colorado | 20 |
| When and to whom was the original stock owned by the company sold, and what was the cash value realized by the company for the same? The 4,580 shares were issued to the Denver Railroad Construction, Land and Coal Company, for construction and equipment of the road. | |
| A list of stockholders at the last election of directors, showing the name, residence and amount of stock owned by each, must be filed herewith. | |

BONDED DEBT.

| | |
|--|---------------|
| First mortgage bonds, date May 1, 1884, due May 1, 1914, rate of interest 6 per cent | \$ 618,000 00 |
| Amount of interest paid on same during the year | |
| Total bonded debt | \$ 618,000 00 |
| Amount of bonds issued to build and equip the road..... | \$ 618,000 00 |
| Amount of bonds issued during last year and on what account was increase made? During last year the Denver, Utah and Pacific Railroad Company was consolidated with the Colorado Northern Railway Company, under the name of "The Denver, Utah and Pacific Railroad Company;" \$412,000 of first mortgage bonds of the consolidated road were issued to retire \$412,000 of the old Denver, Utah and Pacific bonds, and bonds were issued to pay for the Colorado Northern Company's road and property to the amount of..... | |
| | 206,000 00 |
| Amount of bonded debt per mile of road | 18,000 00 |

FLOATING DEBT.

| | |
|--|------|
| Amount of debt not secured by mortgage | None |
|--|------|

COST OF ROAD.

| | |
|---|----|
| Is your construction account closed ? | No |
|---|----|

| | |
|--|-----------------|
| If the road was not built by the present owners, state cost of road to them : (in stock and bonds) | \$ 1,305,000 00 |
|--|-----------------|

The above includes equipment. The road was built by the Denver Railroad Construction, Land and Coal Company, and by contractor for the Denver, Longmont and Northwestern Railroad Company. Items of cost of road not in the possession of the Denver, Utah and Pacific Railroad Company.

COST OF EQUIPMENT.

The equipment applies to 33 3-10 miles of road.

| | |
|---|---------------|
| Total cost of equipment | \$ 109,653 88 |
| Average cost of equipment per mile of road operated | 3,022 64 |
| Proportion of cost of road and equipment for Colorado.....All | ..... |
| Average cost of road and equipment per mile in Colorado | 39,189 18 |

The road was equipped by construction company, and present company has no items of cost at hand.

PROPERTY ACCOUNTS.

| | |
|---|-------------|
| Charges and credits by which the capital and debt have been increased during the year ..... | ..... |
| Land, land damages and fences | \$ 3,592 40 |
| Engineering, agencies, salaries and other expenses during construction..... | 702 64 |
| Total for construction..... | 4,295 04 |
| Net addition to property account for the year | 4,295 04 |

DESCRIPTION OF ROAD.

| | MILES. | |
|---|-----------------|-----------------|
| | ENTIRE LINE. | IN COLORADO. |
| Length of main line of road from Denver to Longmont..... | 33.3 | 33.3 |
| Total length of main line and branches..... | 33.3 | 33.3 |
| Aggregate length of sidings and other track not above..... | 5.4 | 5.4 |
| Aggregate length of track computed as single track, exclusive of sidings..... | 33.3 | 33.3 |
| Number of miles of iron rail | 38.7 | 38.7 |
| [Weight per yard, iron, 35 and 45 lbs]..... | ..... | ..... |
| Gauge of track, 3 feet..... | ..... | ..... |
| Total miles of road operated by this Company (including sidings)..... | 38.7 | 38.7 |

STATIONS.

| | ENTIRE LINE. | IN COLORADO |
|---|-----------------|----------------|
| Number of stations on all roads owned by this company..... | 13 | 13 |
| Number of stations on all roads operated by this company.. .. | 13 | 13 |
| Number of "common points" | 3 | 3 |
| Number of telegraph offices in stations | None | ..... |
| NOTE—Four stations with agents; nine side-tracks, no agents.. | ..... | ..... |

EMPLOYÉS.

| | Entire Line. | In Colorado. | Average sal- ary per an- num. | Total salaries. |
|---|-----------------|-----------------|-------------------------------------|--------------------|
| Superintendents | 1 | 1 | \$ 1,920 00 | \$ 1,920 00 |
| Clerks in all offices | 2 | 2 | 1,050 00 | 2,100 00 |
| Master and Assistant Mechanics | 1 | 1 | 660 00 | 660 00 |
| Helpers in shops | 5 | 5 | 796 17 | 3,974 85 |
| Conductors | 3 | 3 | 1,020 00 | 3,060 00 |
| Engineers | 3 | 3 | 1,100 00 | 3,300 00 |
| Firemen and wipers | 3 | 3 | 600 00 | 1,800 00 |
| Brakemen | 2 | 2 | 600 00 | 1,200 00 |
| Flagmen, switch tenders, gate keepers and watchmen | 2 | 2 | 720 00 | 1,440 00 |
| Station agents | 4 | 4 | 645 00 | 2,582 00 |
| Section foremen | 3 | 3 | 720 00 | 2,160 00 |
| Section laborers | 20 | 20 | 407 30 | 8,146 02 |
| Total number persons regularly employed | 49 | 49 | ..... | ..... |
| Total amount paid employés ..... | ..... | ..... | ..... | \$ 32,342 8 |

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|---|-------|----------------------|
| Wooden trestle and pile | 20 | 2,358 feet |
| ARCH CULVERTS AND VIADUCTS IN COLORADO. | | |
| Less than 20 feet opening | 12 | 164 feet |
| BOX CULVERTS IN COLORADO. | | |
| Timber | 58 | 950 feet |
| CATTLE GUARDS. | | |
| Number in Colorado | 46 | ..... |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) ..... | ..... | 5,372 feet |
| Amount of trestle work replaced with earth during the year (lin- eal feet) | 1 | 127 feet |
| Timber culverts replaced with sewer pipe | 1 | 127 feet |

ROAD-BED AND TRACK IN COLORADO.

| | |
|---|----------|
| Number of track sections | 3 |
| Average length of sections | 11 miles |
| Average number of men in each section gang | 8 |
| Average number of ties per mile of road | 2,800 |
| Number of new ties laid in track during the year. | 2,474 |
| Average number of new ties per mile of road | 71 |
| New rails laid in track during the year, iron [14 $\frac{1634}{2000}$ tons] 2,439 feet..... | |
| Total track laid with new rails during the year, miles, $\frac{1215}{5250}$ | |

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality ?

Burlington and Missouri River, at south side of Platte river.

U. P. Railway (Boulder Valley), at Canfield, Colorado (two crossings).

Number of highway crossings at grade, 14.

ROLLING STOCK.

| | LEASED. | OWNED | TOTAL | AVERAGE LIFE IN YEARS |
|--|---------|-------|-------|-----------------------------|
| Number of passenger locomotives..... | | 1 | 1 | |
| Number of freight locomotives..... | | 3 | 3 | |
| Number of passenger cars..... | | 2 | 2 | |
| Number of baggage, mail and express cars (comb.) | | 2 | 2 | |
| Number of box freight cars..... | | 26 | 26 | |
| Number of platform and coal cars..... | | 83 | 83 | |
| Number of other cars | | 8 | 8 | |
| Total number of cars..... | | 125 | 125 | |
| Maximum weight of locomotives and tenders..... | | | | 38 tons |
| Average weight of locomotives and tenders..... | | | | 31½ tons |
| Number of locomotives equipped with train brake | | | | None |
| Maximum weight of passenger cars..... | | | | 8½ tons |
| Average weight of passenger cars..... | | | | 8¼ tons |
| Number of cars equipped with air brake | | | | None |
| Number of cars equipped with Miller platform and buffer.. .. | | | | None |
| The amount of tonnage that can be carried over your road exclusive of cars by an engine of given weight [weight of engine, 38 tons] | | | | 150 tons |

MILEAGE, TRAFFIC, ETC.

| | |
|---|--------|
| Miles run by passenger trains during the year..... | 22,400 |
| Miles run by freight trains during the year..... | 32,650 |
| Miles run by switching trains during the year | 1,550 |
| Miles run by other trains during the year | 1,765 |
| Total train mileage | 58,365 |

CARS AND WEIGHT OF TRAINS.

| | |
|--|----------|
| Average number of cars in passenger trains | 2 |
| Average weight of passenger trains, exclusive of passengers..... | 42 tons |
| Average number of cars in freight trains..... | 11 |
| Average weight of freight trains, exclusive of freight | 104 tons |

PASSENGER TRAFFIC.

| | |
|--|------------|
| Number of through passengers carried | 2 |
| Number of local passengers carried..... | 4,470 |
| Number of passengers carried east and south..... | 2,423 |
| Number of passengers carried west and north..... | 2,040 |
| Total number of passengers carried..... | 4,472 |
| Total passenger mileage, or passengers carried one mile..... | 103,675 |
| Average distance traveled by each passenger..... | 23 miles |
| Average amount received from each passenger..... | \$ 1 15 |
| Highest rate of fare per mile for any distance | 7½ cents |
| Lowest rate of fare per mile for any distance..... | 4 cents |
| Average rate of fare per mile for all passengers..... | 4.97 cents |
| Average cost per mile per passenger..... | 4 cents |
| Average cost per mile per passenger in Colorado..... | 4 cents |
| Average rate paid per mile per passenger in Colorado..... | 4.97 cents |

FREIGHT TRAFFIC.

| Number of tons of through freight carried..... | 836 | | | | |
|---|-----------|-------|----------|--------|------|
| Number of tons of local freight carried | 51,040 | | | | |
| Total tons of freight carried | 51,876 | | | | |
| Total mileage of through freight (tons carried one mile) | 28,391 | | | | |
| Total mileage of local freight (tons carried one mile) | 1,183,739 | | | | |
| Total freight mileage, or tons carried one mile | 1,212,130 | | | | |
| Average rate per ton per mile received for through freight | 2.6 cents | | | | |
| Average rate per ton per mile received for local freight | 4.4 cents | | | | |
| Average rate per ton per mile received for all freight | 4.3 cents | | | | |
| Average cost per ton per mile to move local freight | 5.2 cents | | | | |
| Average cost per ton per mile to move through freight | 5.2 cents | | | | |
| Average cost per ton per mile to move all freight | 5.2 cents | | | | |
| Average rate per ton per mile to move all freight in Colorado..... | 5.2 cents | | | | |
| Percentage of freight originating at and carried to stations in Colorado to total freight earned in Colorado (This should not include fuel, nor any material for the use of the road) | | | | | |
| <table> <tr> <th>Tons.</th><th>Per cent</th></tr> <tr> <td>51,040</td><td>98.4</td></tr> </table> | | Tons. | Per cent | 51,040 | 98.4 |
| Tons. | Per cent | | | | |
| 51,040 | 98.4 | | | | |

CAR MILEAGE.

| | |
|--|-------------|
| Number of miles run by loaded freight cars east and south..... | 187,325 |
| Number of miles run by loaded freight cars west and north | 15,150 |
| Number of miles run by empty freight cars east and south..... | 13,560 |
| Number of miles run by empty freight cars west and north..... | 156,675 |
| Total freight car mileage..... | 372,710 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south | 11 per cent |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north | 91 per cent |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado | 46 per cent |

SPEED OF TRAINS IN COLORADO.

| | |
|--|--------------------|
| Rate of speed of passenger trains, including stops | miles, 20 per hour |
| Rate of speed of freight trains, including stops | miles, 12 per hour |

TONNAGE OF ARTICLES TRANSPORTED.

(ALL IN COLORADO.)

| | Tons. | Per Cent. |
|---|--------|-----------|
| Grain..... | 4,080 | 7.8 |
| Flour | 1,650 | 3.12 |
| Provisions (beef, pork, lard, etc.)..... | 13 | 0.02 |
| Animals..... | 40 | 0.07 |
| Other agricultural products..... | 1,107 | 2.08 |
| Lumber and forest products | 1,285 | 2.4 |
| Coal..... | 42,470 | 81.77 |
| Plaster, lime and cement. | 30 | 0.54 |
| Petroleum and oil | 31 | 0.05 |
| Steel and castings | 7 | 0.01 |
| Stone and brick..... | 190 | 0.3 |
| Manufactures—Articles shipped from point of production... | 72 | 0.13 |
| Merchandise and other articles not enumerated above | 950 | 1.7 |
| Total tons carried..... | 51,876 | 100. |

ANALYSIS OF EARNINGS

| | | |
|--|----------------|--------------|
| Earnings—Passenger—From local passengers | [\$ 3,150 45] | |
| From through passengers..... | [5 00] | |
| From all passengers | | \$ 3,155 45 |
| From express and baggage..... | | 775 88 |
| From mails..... | | 1,448 72 |
| Total earnings passenger department | | \$ 7,380 05 |
| Total passenger earnings in Colorado | | \$ 7,380 05 |
| Earnings per train mile [22,400 miles] | [\$ 0.23] | |
| Earnings per mile, entire line | | \$ 151 63 |
| Earnings per mile in Colorado..... | | 151 63 |
| Earnings—Freight—From local | [\$ 52,154 07] | |
| From through..... | [740 43] | |
| Total earnings, freight department | | 52,894 50 |
| Total freight earnings in Colorado | | \$ 52,894 50 |

ANALYSIS OF EARNINGS.

(CONTINUED.)

| | | |
|--|-------------|--------------|
| Earnings per train mile [32,650 miles] | [\$ 1 62] | |
| Earnings per mile, entire line..... | | \$ 1,555 72 |
| Earnings per mile, in Colorado..... | | 1,555 72 |
| Earnings per mile in mails, express and other sources..... | | 65 43 |
| Earnings per mile in mails, express and other sources in Colorado | | 65 43 |
| Total tariff earnings for the year ending June 30, 1885..... | | 60,274 55 |
| Total transportation earnings..... | | \$ 60,274 55 |
| Earnings per train mile run from all trains earning revenue [58,365 miles] | [\$ 1 03] | |
| Earnings per mile of road operated [34 miles]..... | [1,772 78] | |
| Proportion of earnings for Colorado: All. | | |
| Rents received for use of stations, etc..... | | \$ 596 45 |
| Total earnings from all sources | | 60,871 00 |
| Proportion of earnings for Colorado..... | | \$ 60,871 00 |

What per cent. are the earnings in Colorado of the earnings of the entire line? 100 per cent.

Of the earnings of the entire line what is the ratio of the passenger to the freight? One as to ten.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

| | | |
|---|--|--------------|
| CLASS I.—MAINTENANCE OF WAY AND BUILDINGS. | | |
| Repairs of road-bed and track | | \$ 8,604 11 |
| Renewal of rails | | 844 51 |
| [Number tons laid, iron, 14 $\frac{1}{2}$ $\frac{6}{10}$ $\frac{3}{10}$] | | |
| Renewal of ties | | 1,592 80 |
| [Number laid, 2,424.] | | |
| Repairs of bridges, including culverts and cattle guards | | 2,686 70 |
| Repairs of fences, road crossings and signs..... | | 25 70 |
| Repairs of buildings, stations and water tanks | | 494 36 |
| Total..... | | \$ 14,246 18 |

EXPENSES OF OPERATING THE ROAD.

(CONTINUED.)

CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.

| | |
|---|-------------|
| Repairs of locomotives | \$ 3,955 53 |
| Repairs of passenger cars Estimated | 312 14 |
| Repairs of freight cars Estimated | 2,500 00 |
| Total | \$ 6,767 67 |

CLASS III.—CONDUCTING TRANSPORTATION.

| | |
|--|--------------|
| Fuel for locomotives | \$ 3,413 33 |
| Water supply..... | 318 40 |
| Oil and waste..... | 394 21 |
| Locomotive service | 5,100 00 |
| Passenger train service..... | 1,020 00 |
| Passenger train supplies | 63 48 |
| Freight train service | 3,240 00 |
| Freight train supplies | 313 99 |
| Damage and loss of freight and baggage | 96 83 |
| Damages to property and cattle | 457 20 |
| Agents and station service..... | 2,932 66 |
| Station supplies..... | 761 63 |
| Total..... | \$ 18,111 73 |

GENERAL EXPENSES AND TAXES.

| | | | | | | | | | | | |
|---|--|--------------------------|-------------|----------------------|----------|-----------------------|--------|-------------------------|----------|------------|----------|
| Salaries of general officers and clerks..... | \$ 6,619 92 | | | | | | | | | | |
| Legal expenses | 2,250 64 | | | | | | | | | | |
| Insurance..... | 675 00 | | | | | | | | | | |
| Stationery and printing..... | 62 00 | | | | | | | | | | |
| Contingencies ... | <table> <tr> <td>Incidental expenses.....</td><td>\$ 1,634 71</td></tr> <tr> <td>Rental of cars</td><td>4,088 00</td></tr> <tr> <td>Delivering mail</td><td>202 75</td></tr> <tr> <td>Switching charges</td><td>1,557 10</td></tr> <tr> <td>Total.....</td><td>7,482 56</td></tr> </table> | Incidental expenses..... | \$ 1,634 71 | Rental of cars | 4,088 00 | Delivering mail | 202 75 | Switching charges | 1,557 10 | Total..... | 7,482 56 |
| Incidental expenses..... | \$ 1,634 71 | | | | | | | | | | |
| Rental of cars | 4,088 00 | | | | | | | | | | |
| Delivering mail | 202 75 | | | | | | | | | | |
| Switching charges | 1,557 10 | | | | | | | | | | |
| Total..... | 7,482 56 | | | | | | | | | | |
| Taxes in Colorado, [\$7,009 20] Total taxes | 7,009 20 | | | | | | | | | | |
| Total..... | \$ 24,099 32 | | | | | | | | | | |

RECAPITULATION OF EXPENSES.

| | |
|--|---------------|
| Maintenance of way and buildings..... | \$ 14,246 18 |
| Maintenance of motive power and cars..... | 6,767 67 |
| Conducting transportation..... | 18,111 73 |
| • General expenses, including taxes..... | 24,099 32 |
| Total operating expenses and taxes | \$ 63,224 90 |
| Operating expenses and taxes per mile of road operated [34 m.] | \$1,859 55 |
| Operating expenses and taxes per train mile for trains earning revenue [58,365 miles] | \$ 1 08 |
| Proportion of operating expenses and taxes for Colorado | All |
| Expenses of running and management of passenger trains | \$ 4,147 50 |
| Expenses of running and management of passenger trains per train mile... | 18½ cents |
| Expenses of running and management of freight trains..... | \$ 9,715 91 |
| Expenses of running and management of freight trains per train mile..... | 29¾ cents |
| Expenses of running and management of all trains earning revenue..... | \$ 13,863 41 |
| Percentage of expenses to earnings | 103.8 per ct. |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL | + INCREASE OR — DECREASE. | NET EARNINGS. | PERCENTAGE. |
|------------------------------|--------------|-------------|--------------------|--------------|---------------------------|---------------|----------------------------------|
| 1883. | | | | | | | |
| July..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| August..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| September..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| October ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *November..... | \$ 3,077 63 | \$ 84 40 | \$ 91 00 | \$ 3,253 03 | ..... | \$ 456 77 | .14 |
| December..... | 2,877 28 | 30 65 | 109 51 | 3,027 44 | — \$ 225 59 | 492 25 | .12 ⁸ / ₁₀ |
| 1884. | | | | | | | |
| January | 3,870 89 | 48 55 | 92 51 | 4,011 95 | + 984 51 | 1,827 89 | .44 ⁴ / ₁₀ |
| February..... | 4,282 29 | 54 95 | 93 51 | 4,435 75 | + 423 80 | 2,170 27 | .48 ⁹ / ₁₀ |
| March | 3,333 73 | 54 70 | 59 00 | 3,447 43 | — 988 32 | 1,300 23 | .37 ⁷ / ₁₀ |
| April..... | 3,283 79 | 74 85 | 137 02 | 3,495 66 | + 48 23 | 261 73 | .07 ⁵ / ₁₀ |
| May | 3,257 70 | 245 20 | 110 51 | 3,613 41 | + 117 75 | ..... | ..... |
| June..... | 3,301 37 | 270 50 | 95 66 | 3,667 73 | + 54 32 | ..... | ..... |
| Totals | \$ 27,294 68 | 863 80 | \$ 793 92 | \$ 28,952 40 | ..... | \$ 6,509 14 | .27 ⁷ / ₁₀ |
| Proportion for Colorado..... | 27,214 68 | 863 80 | 793 92 | 28,952 40 | ..... | 6,509 14 | ..... |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.
(CONTINUED.)

| MONTHS. | FREIGHT. | PASSENGERS | ALL OTHER SOURCES. | TOTAL. | INCREASE OR DECREASE. | NET EARNINGS. | PERCENTAGE. |
|------------------------------|--------------|-------------|--------------------|--------------|-----------------------|---------------|----------------------------------|
| 1884. | | | | | | | |
| July..... | \$ 3,630 64 | \$ 351 20 | \$ 116 36 | \$ 4,107 20 | + \$ 439 47 | ..... | ..... |
| August..... | 3,465 66 | 380 40 | 226 46 | 4,072 52 | - 34 63 | ..... | ..... |
| September..... | 5,655 49 | 650 65 | 226 00 | 6,532 14 | + 2,459 62 | \$ 1,297 96 | .19 ⁸ / ₁₆ |
| October..... | 3,998 43 | 418 60 | 275 13 | 4,637 16 | - 1,974 11 | ..... | ..... |
| November..... | 4,831 86 | 324 00 | 223 07 | 5,378 93 | + 849 90 | ..... | ..... |
| December..... | 6,777 05 | 236 30 | 230 00 | 7,183 35 | + 1,804 42 | 1,216 83 | .16 ⁹ / ₁₆ |
| 1885. | | | | | | | |
| January..... | 6,068 63 | 325 00 | 227 57 | 6,621 20 | - 598 71 | 454 15 | .06 ⁸ / ₁₆ |
| February..... | 4,644 05 | 495 45 | 237 62 | 5,377 12 | - 1,246 32 | 117 36 | .02 ¹ / ₁₆ |
| March..... | 4,596 68 | 472 25 | 255 78 | 5,324 71 | - 28 44 | ..... | ..... |
| April..... | 3,287 65 | 530 00 | 264 69 | 4,082 34 | - 1,267 54 | 132 96 | .03 ² / ₁₆ |
| May..... | 3,274 56 | 414 20 | 274 94 | 3,963 70 | - 118 64 | ..... | ..... |
| June..... | 2,714 80 | 557 40 | 268 43 | 3,540 63 | - 423 07 | ..... | ..... |
| Totals..... | \$ 52,894 50 | \$ 5,155 45 | \$ 2,821 05 | \$ 60,871 00 | ..... | \$ 3,219 26 | .09 ³ / ₁₆ |
| Proportion for Colorado..... | 52,894 50 | 5,155 45 | 2,821 05 | 60,871 00 | ..... | 3,219 26 | ..... |

* The road was operated by construction company until November 13, 1883. No figures of earnings and expenses previous to that date.

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-85.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | ± INCREASE OR — DECREASE. | EXCESS OF EXPENSES. | PER- CENT- AGE. |
|-------------------------------|-------------------------------|--------------|-------------|--------------|---------------------------------|------------------------|-----------------------|
| 1883 | | | | | | | |
| July ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| August ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| September ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| October ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| November | * \$ 875 48 | \$ 725 45 | \$ 585 29 | \$ 2,796 26 | ..... | ..... | ..... |
| December | 1,014 10 | 836 61 | 684 48 | 2,535 19 | — \$ 261 07 | ..... | ..... |
| 1884 | | | | | | | |
| January | 872 62 | 720 00 | 591 44 | 2,184 06 | — 351 13 | ..... | ..... |
| February | 900 19 | 780 60 | 584 60 | 2,265 48 | + 81 42 | ..... | ..... |
| March | 870 88 | 701 57 | 574 75 | 2,147 20 | — 118 28 | ..... | ..... |
| April | 1,203 57 | 1,345 61 | 591 75 | 3,233 93 | + 1,086 73 | ..... | ..... |
| May | 1,459 02 | 1,408 44 | 780 10 | 3,647 56 | + 413 63 | 34 15 | 0.9 |
| June | 1,362 70 | 1,664 00 | 1,205 05 | 4,321 75 | + 674 19 | 654 02 | 15.1 |
| Totals | \$ 8,648 56 | \$ 8,185 28 | \$ 5,687 55 | \$ 23,131 43 | ..... | 688 17 | 8 |
| Proportion for Colorado | 8,648 56 | 8,185 28 | 5,687 55 | 23,131 43 | ..... | 688 17 | ..... |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.
(CONTINUED.)

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | INCREASE OR DECREASE. | EXCESS OF EX- PENSES. | PERCENTAGE. |
|-------------------------------|-------------------------------|--------------|--------------|--------------|-----------------------------|--------------------------|-------------|
| 1884 | | | | | | | |
| July | 1,337 79 | 1,649 99 | 1,555 79 | \$ 4,543 53 | + \$ 221 78 | \$ 436 33 | 9.6 |
| August .. | 1,569 34 | 1,502 88 | 1,531 09 | 4,603 31 | + 59 78 | 530 79 | 11.5 |
| September | 2,305 36 | 1,510 27 | 1,418 55 | 5,234 18 | + 630 87 | ..... | ..... |
| October..... | 2,212 06 | 1,838 80 | 1,660 14 | 5,711 00 | + 476 82 | 1,023 84 | 17.9 |
| November | 2,108 11 | 2,471 47 | 1,392 35 | 5,971 93 | + 260 93 | 593 00 | 9.9 |
| December..... | 3,111 64 | 1,466 33 | 1,388 55 | 5,966 52 | — 5 41 | ..... | ..... |
| 1885 | | | | | | | |
| January | 2,675 87 | 2,123 66 | 1,367 52 | 6,167 05 | + 200 53 | ..... | ..... |
| February | 2,146 41 | 1,792 07 | 1,321 26 | 5,259 76 | — 907 29 | ..... | ..... |
| March | 2,378 75 | 1,951 29 | 1,375 48 | 5,735 52 | + 475 76 | 410 81 | 7.2 |
| April | 1,559 39 | 1,099 89 | 1,200 10 | 3,949 38 | — 1,786 14 | ..... | ..... |
| May | 1,552 87 | 1,844 08 | 1,613 09 | 5,030 04 | + 1,080 66 | 1,066 34 | 21.2 |
| June | 1,358 74 | 2,066 00 | 1,627 94 | 5,052 68 | + 22 64 | 1,512 05 | 30.0 |
| Totals | \$ 24,316 33 | \$ 21,346 73 | \$ 17,561 84 | \$ 63,224 90 | ..... | \$ 5,573 16 | 15.3 |
| Proportion for Colorado | 24,316 33 | 21,346 73 | 17,561 84 | 63,224 90 | ..... | 5,573 16 | ..... |

*The road was operated by construction company until November 13, 1883. No figures of earnings and expenses previous to that date.

GENERAL EXHIBIT.

| | |
|--|--------------|
| Total earnings | \$ 60,871 00 |
| Total expenses, including taxes..... | 63,224 90 |
| Net loss..... | 2,353 90 |
| Interest accruing during the year—Coupons on bonds released until April 1, 1887..... | |
| Dividends declared..... | None |
| Debtor balance for the year..... | 2,353 90 |
| Balance at commencement of the year..... | 5,820 07 |
| Balance at the close of the year ending June 30, 1885 | 3,467 07 |

INCOME ACCOUNT.

| | |
|---|--------------|
| Income from earnings | \$ 60,871 00 |
| Total income from all sources for the year..... | \$ 60,871 00 |
| Proportion of income for Colorado..... | All |

GENERAL RECAPITULATION.

| | |
|--|--------------|
| Total income | \$ 60,871 00 |
| Total operating expenses and taxes | 63,224 90 |
| Net loss | 2,353 90 |
| Gross income per train mile run [58,365 miles] \$1.04. | |

SURPLUS.

| | |
|--|-------------|
| Surplus at the commencement of the year..... | \$ 6,431 01 |
| Surplus at the close of the year | 4,077 11 |
| The amount invested in railroad stocks..... | None |
| The amount invested in railroad bonds. | None |
| The amount of its own stock or bonds owned by the company..... | None |
| Amount absorbed in construction..... | 4,077 11 |
| Amount in material and balances from other roads | None |

GENERAL BALANCE SHEET

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE DENVER, UTAH
AND PACIFIC RAILROAD COMPANY.

| DEBITS. | AMOUNT. | CREDITS. | AMOUNT. |
|--|-----------------|--|-----------------|
| Main line (Hallack Junction westward, unfinished)..... | \$ 291,219 14 | Capital stock..... | \$ 687,000 00 |
| Branch lines—Denver to Longmont, main track and bridges .. | 414,075 14 | Six per cent first mortgage bonds..... | 618,000 00 |
| Elevator switch Longmont.... | 405 24 | Subscription to stock and bonds (St. Vrain extension) | 22,199 98 |
| Fisher's siding..... | 276 28 | Current accounts (including estimated taxes to June 30, 1885)..... | 8,367 46 |
| Siding No. 10 .. | 379 61 | Cash in hands of treasurer November 1, 1883 | 27 32 |
| Erie extension.. | 2,314 58 | Profit and loss..... | 3,467 07 |
| Baker Mine switch | 1,691 42 | | |
| Garfield Mine switch | 3,213 22 | | |
| Climax Mine switch | 494 65 | | |
| Sheds and buildings | 31,347 09 | | |
| Real estate..... | 327,005 84 | | |
| Rolling stock | 109,653 88 | | |
| Material on hand..... | 72,746 39 | | |
| Engineering instruments | 431 50 | | |
| Furniture | 1,647 77 | | |
| Machinery and tools..... | 16,579 89 | | |
| Construction St. Vrain extension | 4,295 05 | | |
| Mitchell Coal and Land Company's stock | 40,000 00 | | |
| Current accounts | 7,602 90 | | |
| Construction fund | 5,704 95 | | |
| Cash in hands of treasurer.... | \$6,448 55 | | |
| Cash in hands of auditor | 936 97 | | |
| Cash in hands of First National Bank, Denver.. | 591 77 | | |
| Total | \$ 1,339,061 83 | Total | \$ 1,339,061 83 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS, YEAR ENDING
JUNE 30, 1885.

| STATIONS. | Agricultural products. Tons. | Products of mines Tons. | Products of forests. Tons. | Live stock. Tons | Merchandise & miscellan- eous. Tons. |
|----------------|------------------------------------|-------------------------------|----------------------------------|---------------------|--|
| Denver ..... | ..... | 70 | 580 | 40 | 970 |
| Mitchell | 416 | 42,486 | 20 | ..... | 10 |
| Canfield | 2,436 | ..... | ..... | ..... | 14 |
| Longmont | 3,985 | 134 | 680 | ..... | 35 |
| Totals | 6,837 | 42,690 | 1,280 | 40 | 1,029 |

STATISTICS OF TRAFFIC IN COLORADO.

ABSTRACT OF COMMODITIES RECEIVED AT STATIONS, YEAR END-
ING JUNE 30, 1885.

| STATIONS. | Agricultural Products. Tons. | Products of Mines. Tons | Products of Forests. Tons. | Live Stock. Tons. | Merchandise & miscellan- eous. Tons. |
|----------------|------------------------------------|-------------------------------|----------------------------------|----------------------|--|
| Denver | 6,549 | 40,166 | 732 | ..... | 196 |
| Mitchell | 133 | ..... | 342 | ..... | 88 |
| Canfield | 92 | 261 | 20 | ..... | 144 |
| Longmont | 63 | 2,263 | 186 | 40 | 601 |
| Totals | 6,837 | 42,690 | 1,280 | 40 | 1,029 |

BUSINESS AND RECEIPTS.

| STATIONS. | FREIGHT. | | | PASSENGERS. | | |
|----------------|--------------------|-------------------|-----------------------|-------------|------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE FORWARDED. | NUMBER FROM | NUMBER TO. | TOTAL REVENUE. |
| Denver | 1,660 | 47,643 | \$ 5,417 87 | 1,380 | 2,310 | \$ 7,222 92 |
| Mitchell | 42,932 | 563 | 33,707 50 | 250 | 221 | 34,082 50 |
| Canfield | 2,450 | 517 | 3,314 77 | 775 | 320 | 4,138 47 |
| Longmont | 4,834 | 3,153 | 10,454 56 | 2,467 | 1,621 | 12,606 06 |
| Totals | 51,876 | 51,876 | \$ 52,894 50 | 4,472 | 4,472 | \$ 58,049 95 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR
ENDING JUNE 30, 1885.

KILLED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|------------------------|---|------------------|--|----------------------|
| October 22, 1884. | Henry Ray. Not known. Col- ored..... | Denver yard..... | Jumping on box car while in mo- tion. Trespasser..... | Crushed |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|---|------|
| Number of persons killed during the year..... | 1 |
| Number of casualties purely accidental during the year..... | 1 |
| Number of persons injured during the year..... | None |

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What Express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such Express company? Wells, Fargo & Co.'s express do all express business over road. D., U. and P. R. R. Co. receive first-class rates on special freight (perishable goods), $1\frac{1}{2}$ first-class rates on regular freight, less 10 per cent; also \$25 per month for conductor's services as messenger. Freight received at depot and office of Express company.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Colorado, and on what terms of service? \$1,540.13 per annum for transportation of mails between Denver and Longmont, and delivery of same at Postoffices at Denver, Semper, Canfield and Longmont.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$202.75.

Date when main line (giving termini and length) was put in operation? Denver to Mitchell, 22.9 miles; opened November 24, 1881; consolidated line, Denver, Utah and Pacific Railroad, Denver to Longmont, May 6, 1884.

Are the bridges and trestles provided with guard rails? About one-half with guard rails.

Do all bridges and trestles receive stated examinations? Yes.

How often? Once each week.

By whom? Superintendent and section foreman.

Average number of cars in passenger train in Colorado? Two.

Average number of cars in freight train in Colorado? Eleven.

Cost per mile of moving average passenger train. 18 $\frac{1}{2}$ cents.

Cost per mile of moving average freight train. 29 $\frac{1}{4}$ cents.

Cost of repairs of snow sheds and fences during the year. \$75.80.

Aggregate yearly salary paid general officers. \$7,519.95.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced? Yes; Rule 60; the habitual use of intoxicating liquors will be considered just cause for dismissal from the service of the company. The rule is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? None.

Have you in use any cars provided with an automatic coupler? No.

Has your company in contemplation the adoption of any kind of automatic coupler? No.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

Are you in any manner interested in either coal mines or stone quarries other than as above specified? Yes.

If so, state fully their name, locality and extent of your interest. The company owns four hundred shares of the capital stock of the Mitchell Coal and Land Company; mine near Erie, Colorado.

STATE OF COLORADO, }
COUNTY OF ARAPAHOE, } ss.

E. R. STANDISH, Auditor of the Denver, Utah and Pacific Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declares them to be a true, full, and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said Company, on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

Signed,

E. R. STANDISH.

[L. S.]

Auditor.

OF R. R.

Subscribed and sworn to before me, this fourteenth day of October, A. D. 1885.

GEORGE A. CORBIN,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads this seventeenth day of October, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Denver Circle Railroad Company,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|--------------------|------------------------|---------------------|
| President..... | W. A. H. Loveland..... |Denver, Colo. |
| Secretary..... | C. L. McIntosh..... |Denver, Colo. |
| Treasurer..... | C. L. McIntosh..... |Denver, Colo. |

| NAMES OF DIRECTORS. | POSTOFFICE ADERESS. | NAMES OF DIRECTORS | POSTOFFICE ADDRESS. |
|---------------------|---------------------|---------------------|---------------------|
| W. A. H. Loveland.. | Denver, Colo..... | A. E. Pattison..... |Denver, Colo. |
| T. C. Henry | Denver, Colo..... | C. L. McIntosh.... |Denver, Colo. |
| E. O. Wolcott..... | Denver, Colo..... | ..... | ..... |

Location of general offices.....Denver, Colo.

Location of general office in this StateDenver, Colo.

Name and address of person to whom correspondence concerning this report
should be directed.....W. A. H. Loveland, Denver, Colo.

CAPITAL STOCK.

| | |
|--|-----------------|
| Amount authorized by articles of association | \$ 1,000,000 00 |
| Number of shares issued, 3,000..... | ..... |
| Stock issued for account of construction..... | 300,000 00 |
| Total common stock issued..... | \$ 300,000 00 |
| Total amount paid in as per books of the company | \$ 300,000 00 |
| Amount of stock per mile of road..... | 50,000 00 |
| Amount of stock held in Colorado..... | 53,100 00 |
| Total number of stockholders..... | 10 |
| Number of stockholders in Colorado..... | 5 |

When and to whom was the original stock owned by the company sold, and what was the cash value realized by the company for the same? Sold to the Denver Circle Railroad Construction Company at various times at par.

BONDED DEBT.

| | |
|---|---------------|
| First mortgage bonds, date January 1, 1881, due January 1, 1911, rate of interest 6 per cent..... | \$ 125,000 00 |
| Amount of interest paid on same during the year..... | 7,500 00 |
| Total bonded debt..... | \$ 125,000 00 |
| Amount of bonds issued to build and equip the road..... | \$ 125,000 00 |
| Amount of bonded debt per mile of road | 20,000 00 |

FLOATING DEBT.

| | |
|--|--------------|
| Amount of debt not secured by mortgage | \$ 80,031 38 |
| Proportion of debt bonded and floating for Colorado..... | All |
| Total amount of paid-up stock and debt | 380,031 38 |
| Amount of stock and debt per mile of road..... | 60,805 02 |

COST OF EQUIPMENT.

| | |
|--|--------------|
| Locomotives | \$ 12,200 00 |
| Total cost of equipment..... | 40,000 00 |
| Average cost of equipment per mile of road operated..... | 6,400 00 |

The above equipment applies to 6.25 miles of road.

DESCRIPTION OF ROAD.

| | MILES. | |
|---|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Denver to Jewell Park..... | 6.25 | 6.25 |
| Length of three rail track on main line | 1.50 | 1.50 |
| Total length of main line and branches..... | 6.25 | 6.25 |
| Aggregate length of sidings and other track not above..... | .4 | .4 |
| Gauge of track..... 3 feet | | |
| Total miles of road operated by this company..... | 6.25 | 6.25 |

STATIONS.

| | Entire Line. | In Colorado. |
|---|--------------|--------------|
| Number of stations on all roads owned by this company..... | 10 | 10 |
| Number of stations on all roads operated by this company..... | 10 | 10 |

EMPLOYÉS.

| | Entire line. | In Colorado. | Average salary per annum. | Total salaries. |
|--|--------------|--------------|---------------------------|-----------------|
| Clerks in all offices..... | 1 | 1 | ..... | ..... |
| Conductors | 2 | 2 | \$ 900 | \$ 1,800 |
| Engineers..... | 2 | 2 | 1,200 | 2,400 |
| Firemen and wipers..... | 2 | 2 | 720 | 1,440 |
| Flagmen, switch-tenders, gate-keepers and watchmen | 1 | 1 | 720 | 720 |
| Section foremen..... | 1 | 1 | 720 | 720 |
| Section laborers..... | 2 | 2 | 567 | 1,134 |
| Total number persons regularly employed.... | 12 | 12 | ..... | ..... |
| Total amount paid employés..... | ..... | ..... | ..... | \$ 8,214 |

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|------------------------------|-----|-------------------|
| Wooden trestle and pile..... | 3 | 700 feet |
| CATTLE GUARDS. | | |
| Number in Colorado..... | 2 | ..... |

ROAD-BED AND TRACK IN COLORADO.

| | |
|---|------------|
| Number of track sections..... | 1 |
| Average length of sections..... | 6 25 miles |
| Average number of men in each section gang. | 3 |
| Average number of ties per mile of road..... | 2,600 |
| Number of new ties laid in track during the year? None. | |

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality? Denver and New Orleans, at D. & N. O. 5-mile post from Denver; Denver and Rio Grande at junction of D. & R. G. R. R. and Petersburg wagon road.

Number of highway crossings at grade? Thirty-three.

ROLLING STOCK.

| | Leased. | Owned. | Total. | Average life in years. |
|--|---------|--------|--------|---------------------------|
| Number of passenger locomotives..... | ..... | 3 | 3 | ..... |
| Number of passenger cars..... | 12 | 1 | 13 | ..... |
| Average weight of locomotives and tenders..... | | | | 20 tons |
| Number of locomotives equipped with train-brake? None. | | | | |
| Number of cars equipped with air-brake..... | | | | 12 |
| Kind of brake? Westinghouse air. | | | | |
| Number of passenger cars equipped with Miller platform and buffer..... | | | | 6 |

MILEAGE, TRAFFIC, ETC.

| | |
|--|--------|
| Miles run by passenger trains during the year..... | 36,000 |
| Total train mileage, | 36,000 |

CARS AND WEIGHT OF TRAINS

Average number of cars in passenger trains.....

PASSENGER TRAFFIC.

Highest rate of fare per mile for any distance }
Lowest rate of fare per mile for any distance } 10 cents for any distance.

SPEED OF TRAINS IN COLORADO.

Rate of speed of passenger trains, including stops? 12 miles per hour.

ANALYSIS OF EARNINGS.

| | | |
|--|---------------------|--------------|
| Earnings—passenger—from local passengers..... | (\$22,000 00) | |
| From all passengers..... | | \$ 22,000 00 |
| Total earnings passenger department | | \$ 22,000 00 |
| Earnings per train mile (36,000 miles) | (\$22,000 00) | 62½ cents |
| Earnings per mile entire line | | 3,600 00 |
| Earnings—freight—from local..... | (\$500 00) | |
| Total earning freight department..... | | 500 00 |
| Total transportation earnings | | \$22,500 00 |
| Earnings per train mile run from all trains earning revenue (36,000 miles) | (\$22,500 00) | 62½ cents |
| Earnings per mile of road operated (6.25 miles)..... | (\$22,500 00) | \$ 3,600 00 |
| What per cent. are the earnings in Colorado of the earnings of the entire line | | 100 per cent |

EXPENSES OF OPERATING THE ROAD
FOR THE YEAR.

| | |
|------------------------|-------------|
| Taxes in Colorado..... | \$ 1,550 00 |
|------------------------|-------------|

RECAPITULATION OF EXPENSES.

| | |
|---|-------------|
| Total operating expenses and taxes..... | Cannot tell |
|---|-------------|

GENERAL EXHIBIT.

| | |
|-----------------------------------|-------------|
| Total earnings..... | \$22,500 00 |
| Interest on funded debt | 7,500 00 |
| Interest paid on funded debt..... | 7,500 00 |

GENERAL RECAPITULATION.

| | |
|---|-------------|
| Total income | \$22,500 00 |
| Total operating expenses and taxes | Cannot tell |
| Gross income per train mile run (36,000 miles)..... | 62½ cents |

ADDITIONAL QUESTIONS.

Are the bridges and trestles provided with guard rails? No.
 Do all bridges and trestles receive stated examinations? Yes.
 How often? Every week.
 By whom? Section foreman.

Average number of cars in passenger train in Colorado. Two.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced? Forbidden.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? None.

Have you in use any cars provided with an automatic coupler? Yes.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

STATE OF COLORADO, }
COUNTY OF ARAPAHOE, } ss.

W. A. H. LOVELAND, President of the Denver Circle Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June A. D. 1885, to the best of his knowledge and belief.

Signed,

W. A. H. LOVELAND,

[L. S.]
OF R. R.

President.

Subscribed and sworn to before me this first day of September A. D. 1885.

W. B. FELKER,

Railroad Commissioner in and for Colorado.

Received and filed in the office of the Commissioner of Railroads this first day of September A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Colorado Central Railroad Company,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION | NAME. | LOCATION OF OFFICE. |
|------------------------------|------------------------|---------------------------|
| Vice-President | Elisha Atkins..... |Boston, Mass. |
| Secretary | Henry McFarland..... |Boston, Mass. |
| Treasurer | Henry McFarland..... |Boston, Mass. |
| General Manager | S. R. Callaway..... |Omaha, Nebraska |
| General Superintendent..... | S. T. Smith | Omaha, Nebraska |
| Chief Engineer..... | J. Blickensderfer..... |Omaha, Nebraska |
| Superintendent of Telegraph. | J. J. Dickey..... | Omaha, Nebraska |
| Auditor..... | Erastus Young |Omaha, Nebraska |
| General Passenger Agent..... | J. W. Morse |Omaha, Nebraska |
| General Freight Agent..... | P. P. Shelby..... |Omaha, Nebraska |
| General Solicitor... .. | John P. Dillon..... |New York City, N. Y. |
| Land Commissioner.. .. | Leavitt Burnham..... |Omaha, Nebraska |

NAMES OF DIRECTORS. POSTOFFICE ADDRESS. NAMES OF DIRECTORS. POSTOFFICE ADDRESS.

| | | | |
|-----------------------|--------------------|---------------------|--------------------|
| Charles F. Adams, Jr | Boston, Mass..... | Willard Teller..... |Denver, Colo |
| Elisha Atkins..... | Boston, Mass | W. S. Cheesman..... |Denver, Colo. |
| Frederick L. Ames.... | Boston, Mass | D. B. Keeler..... |Denver, Colo. |
| F. Gordon Dexter..... | Boston, Mass | Edward Dickinson... |Denver, Colo. |
| Ezra H. Baker..... | Boston, Mass..... | Ivers Phillips..... |Denver, Colo |
| Oliver W. Mint..... | Boston, Mass..... | ..... | ..... |

Executive Committee.....Not organized
 Date of annual election of Directors.....Second Tuesday in April of each year
 Location of general officesBoston, Mass.
 Name and address of person to whom correspondence concerning this report should be directed... Henry McFarland, Secretary and Treasurer, Boston, Mass., or Erastus Young, Auditor, Omaha, Nebraska.

CAPITAL STOCK.

| | | |
|---|---------------------|-----------------|
| Number of shares issued, 62,303 | Amount paid in..... | \$ 6,230,300 00 |
| Total common stock issued..... | | \$ 6,230,300 00 |
| Amount of preferred stock..... | None | |
| Amount of stock issued to build and equip the road..... | | \$ 6,230,300 00 |
| Amount of stock issued during last year, and on what account was increase made..... | None | |
| Total amount paid in as per books of the company..... | | 6,230,300 00 |
| Proportion of stock for Colorado | | 6,230,300 00 |
| Amount of stock per mile of road..... | | 19,048 83 |
| Amount of stock held in Colorado | | 10,800 00 |
| Total number of stockholders..... | | 19 |
| Number of stockholders in Colorado..... | | 7 |

When and to whom was the original stock owned by the company sold, and what was the cash value realized by the company for the same? From 1870 to 1882 to the amount of \$6,230,300, issued by the company on account of construction; among others, to those who held contracts for such construction of portions of company's road.

A list of stockholders at the last election of directors, showing the name, residence and amount of stock owned by each, must be filed herewith.

BONDED DEBT.

| | |
|---|-----------------|
| First mortgage bonds, date June 1, 1872, due June 1, 1892, rate of interest 8 per cent..... | \$ 87,000 00 |
| First mortgage bonds, date July 1, 1879, due July 1, 1909, rate of interest 7 per cent..... | 4,701,000 00 |
| Total bonded debt..... | \$ 4,788,000 00 |
| Amount of bonded debt per mile of road | \$ 14,639 68 |

FLOATING DEBT.

| | |
|---|------------------|
| Amount of debt not secured by mortgage..... | None |
| Proportion of debt bonded and floating for Colorado | All |
| Total amount of paid-up stock and debt | \$ 11,018,300 00 |
| Amount of stock and debt per mile of road..... | 33,688 51 |

COST OF ROAD.

| | |
|---|------------------|
| Cost of construction entire line..... | \$ 10,708,563 14 |
| Cost of construction in Colorado | 10,708,563 14 |
| Average cost of road per mile [327.07 miles]..... | 32,740 89 |
| Is your construction account closed? No. | |
| If the road was not built by the present owners, state cost of road to them.. | 10,708,563 14 |
| The value of all other property owned by the corporation.. | 15,000 00 |

COST OF EQUIPMENT.

| | |
|---|---------------|
| Total cost of equipment..... | \$ 515,805 73 |
| The above equipment applies to 327 07 miles of road..... | |
| Average cost of equipment per mile of road operated | 1,577 05 |
| Proportion of cost of road and equipment for Colorado | 11,224,368 87 |
| Average cost of road and equipment per mile in Colorado | 34,317 94 |

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

| | |
|---|--------------|
| Bridging and masonry | \$ 1,000 00 |
| Land, land damages and fences | 5,472 27 |
| Engine houses, car sheds and turn-tables | 3,291 06 |
| Engineering, agencies, salaries and other expenses during construction..... | 29 96 |
| Stock yards | 985 52 |
| General expenses | 4 00 |
| Total for construction..... | \$ 10,782 76 |

EQUIPMENT.

| | |
|---|--------------|
| Air brakes on locomotives..... | \$ 2,903 74 |
| Passenger, mail, baggage and express cars. N. G. Pass. coaches..... 2 | 11,245 98 |
| Coal car | 502 04 |
| Air and other brakes on cars..... | 3,092 93 |
| Total for equipment..... | \$ 17,744 69 |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same) | |
| Deficit in cars: 2 box, 7 coal, 4 flat, 2 stock..... | \$ 7,572 00 |
| Net addition to property account for the year..... | \$ 20,955 45 |

DESCRIPTION OF ROAD.

| | MILES. | |
|---|-------------|---------------------|
| | ENTIRE LINE | LENGTH IN COLORADO. |
| Length of main line of road from Denver to Colorado Junction | | 130 56 |
| Length of double track on main line..... | | None |
| Length of three-rail track on main line, Denver to Golden..... | | 15 0 |
| BRANCHES. | | |
| From Denver Junction to La Salle | | 151 10 |
| From Golden to Georgetown..... | | 34 23 |
| From Fork's Creek to Central City | | 11 12 |
| Total length of main line and branches..... | | 327 07 |
| Aggregate length of sidings and other track not above..... | | 36 40 |
| Aggregate length of track computed as single track, exclusive of sidings..... | | 327 07 |
| Number of miles iron rail..... | | 175 91 |
| Number of miles steel rail | | 151 16 |

Weight per yard, steel? 40, 50, 52, 58 and 60 pounds.

Weight per yard, iron? 35, 50 and 56 pounds.

Gauge of track? 266.15 miles B. G.; 45.35 miles N. G.; 15.57 three rails.

Number of miles of telegraph owned by this company? 151 miles jointly with Western Union Telegraph Company; 186 miles in dispute

Grade—maximum per mile? 211 feet.

Longest maximum? 7,900 feet

Curvature—shortest radius? 478 34 feet.

Aggregate length of all radii? 55 miles 608 feet.

Aggregate length of tangents? 239 miles 1,269 feet.

If any of the road was first opened for operation during the past year, state the date. None.

Total miles of road operated by this company? (From Fort Collins to Colorado Junction not operated; distance, 44 miles) 283.07 miles.

STATIONS.

| | ENTIRE LINE. | IN COLO- RADO. |
|---|-----------------|-------------------|
| Number of stations on all roads owned by this company..... | 49 | 49 |
| Number of stations on all roads operated by this company..... | 47 | 47 |
| Number of "common points"..... | 8 | 8 |
| Number of telegraph offices in stations..... | 17 | 17 |

EMPLOYÉS.

Our records will not permit us to furnish this prior to January 1, 1885. Will furnish in next report.

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|--|-----|----------------------|
| Wooden truss bridges..... | 2 | 203 feet |
| Iron bridges..... | 1 | 55 feet |
| Wooden trestle and pile..... | 349 | 16,629 feet |
| ARCH CULVERTS AND VIADUCTS IN COLORADO. | | |
| None. | | |
| BOX CULVERTS IN COLORADO. | | |
| Timber..... | 265 | |
| Stone..... | 5 | |
| CATTLE GUARDS. | | |
| Number in Colorado..... | 227 | |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | | 114,830 |
| Amount of piling used in renewals of wooden bridges during the year (lineal feet)..... | | 4,209 feet |
| Amount of trestle work replaced with earth during the year (lineal feet)..... | | 48 feet |

BRIDGES BUILT WITHIN THE YEAR IN COLORADO.

| LOCATION. | KIND. | MATERIAL. | WHEN BUILT. | LENGTH IN FEET. |
|--|---------|--------------|----------------|--------------------|
| 2.7 miles west of Weldon | Trestle | Pine and Oak | June, 1885 | 64 |
| 2.5 miles east of Weldon..... | Trestle | Pine and Oak | June, 1885 | 31 |
| 2 miles east of Weldon..... | Trestle | Pine and Oak | June, 1885 | 63 |
| Give the average number of years the trestle and pile bridges last on your road in Colorado..... | | | | 10 years |
| Give the average number of years that wooden truss bridges last on your road in Colorado..... | | | | 12 years |

ROAD-BED AND TRACK IN COLORADO

| | |
|---|------------|
| Number of track sections | 46 |
| Average length of sections..... | 6.8 miles |
| Average number of men in each section gang..... | 4 |
| Average number of ties per mile of road | 2,700 |
| Number of new ties laid in track during the year..... | 85,583 |
| Average number of new ties per mile of road..... | 273 |
| New rails laid in track during the year, steel (149 $\frac{2015}{18}$ tons) | 1.76 miles |
| Total track laid with new rails during the year..... | 1.76 miles |

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality?

Colorado Central (broad gauge) crosses Colorado Central (narrow gauge) at Golden.
 Burlington and Colorado, at Denver
 Denver Pacific, at Denver.
 Denver and Boulder Valley, at Boulder
 Denver, Longmont and Northwestern, at Longmont.
 G., S. & L. Pacific, at Fort Collins.

What railroads cross your road, either over or under, and at what locality? None.

| | |
|---|-----|
| Number of highway crossings at grade..... | 160 |
| Number of highway crossings at which there are flagmen..... | 3 |
| Number of highway crossings under railroad | 2 |

FENCING IN COLORADO.

| | |
|--|----------|
| How many miles of your road in Colorado are fenced?..... | 11.93 |
| What is the average cost per rod?..... | \$ 60 |
| What is the total cost of same?..... | 2,290 56 |
| How many miles of new fencing have you built during the year?..... | 5 |

ROLLING STOCK.

| | LEASED. | OWNED. | TOTAL. | AVERAGE LIFE IN YEARS |
|---|---------|--------|--------|-----------------------------|
| Number of passenger locomotives.. .. | | 14 | 14 | ..... |
| Number of freight locomotives... .. | | 19 | 19 | ..... |
| Number of passenger cars..... | | 28 | 28 | ..... |
| Number of baggage, mail and express cars..... | | 15 | 15 | ..... |
| Number of box freight cars.. .. | | 353 | 353 | ..... |
| Number of stock cars | | 83 | 83 | ..... |
| Number of platform and coal cars.. .. | | 350 | 350 | ..... |
| Number of other cars | | 15 | 15 | ..... |
| Total number of cars.. .. | | 844 | 844 | ..... |

| | |
|--|---------|
| Maximum weight of locomotives and tenders..... | 79 tons |
| Average weight of locomotives and tenders..... | 53 tons |
| Number of locomotives equipped with train brake | 22 |
| Maximum weight of passenger cars.. .. | 28 tons |
| Average weight of passenger cars..... | 20 tons |
| Number of cars equipped with steam brake..... | 303 |
| Number of cars equipped with Miller platform and buffer.. .. | 11 |

The amount of tonnage that can be carried over your road exclusive of cars by an engine of given weight. Weight of engine:

79,450 pounds; tons, 144; between Golden and Fort Collins.

79,450 pounds; tons, 140; between Greeley and Cheyenne.

79,450 pounds; tons, 200; between La Salle and Denver.

46,960 pounds; tons, 60; between Golden and Graymont.

46,960 pounds; tons, 50; between Golden and Black Hawk.

36,000 pounds; tons, 36; between Golden and Black Hawk.

MILEAGE, TRAFFIC, ETC.

| | |
|--|---------|
| Miles run by passenger trains during the year..... | 466,096 |
| Miles run by freight trains, during the year... . | 301,843 |
| Miles run by other trains during the year..... | 37,666 |
| Total train mileage..... | 805,605 |

CARS AND WEIGHT OF TRAINS.

Average number of cars in passenger trains? Four.

Average weight of passenger trains, exclusive of passengers? 133,524 pounds

Average number of cars in freight trains? Fourteen.

Average weight of freight trains, exclusive of freight? 222,880 pounds

PASSENGER TRAFFIC.

| | |
|---|--------------|
| Number of through passengers carried..... | 26,361 |
| Number of local passengers carried..... | 143,109 |
| Number of passengers carried east and south | 87,340 |
| Number of passengers carried west and north..... | 82,130 |
| Total number of passengers carried..... | 169,470 |
| Total passenger mileage, or passengers carried one mile... .. | 8,002,964 |
| Average distance traveled by each passenger..... | 47.223 miles |
| Average amount received from each passenger | \$ 1.996 |
| Average rate of fare per mile for all passengers..... | .04227 |

FREIGHT TRAFFIC.

| | |
|---|------------|
| Number of tons of through freight carried | 54,745 |
| Number of tons of local freight carried..... | 280,112 |
| Total tons of freight carried..... | 334,857 |
| Total mileage of through freight (tons carried one mile). | 8,605,637 |
| Total mileage of local freight (tons carried one mile)..... | 19,621,071 |
| Total freight mileage, or tons carried one mile..... | 28,226,708 |
| Average rate per ton per mile received for through freight..... | 3.74 cts. |
| Average rate per ton per mile received for local freight | 3.15 cts. |
| Average rate per ton per mile to move all freight..... | 3.33 cts. |

CAR MILEAGE.

| | |
|--|---------------|
| Number of miles run by loaded freight cars east and south | 1,535,520 |
| Number of miles run by loaded freight cars west and north | 1,674,935 |
| Number of miles run by empty freight cars east and south .. | 293,212 |
| Number of miles run by empty freight cars west and north..... | 361,479 |
| Total freight car mileage | 3,865,146 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south | 16 7/8 ct. |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 17.75 7/8 ct. |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado | 16.90 7/8 ct. |

SPEED OF TRAINS IN COLORADO.

| | |
|---|------------------|
| Rate of speed of passenger trains, including stops..... | 23 miles 7/8 hr. |
| Rate of speed of freight trains, including stops | 13 miles 7/8 hr. |

TONNAGE OF ARTICLES TRANSPORTED.

ALL IN COLORADO.

| | Tons. | Per cent. |
|--|---------|-----------|
| Grain | 36,764 | 10.98 |
| Flour..... | 17,870 | 5.34 |
| Provisions (beef, pork, lard, etc.)..... | 1,786 | 0.53 |
| Animals | 9,638 | 2.88 |
| Other agricultural products..... | 12,208 | 3.65 |
| Iron, lead and mineral products..... | 83,586 | 24.96 |
| Lumber and forest products..... | 13,222 | 3.95 |
| Coal | 86,158 | 25.73 |
| Plaster, lime and cement | 2,993 | 0.89 |
| Salt | 865 | 0.26 |
| Petroleum and oil..... | 3,301 | 0.99 |
| Steel and castings | 8,625 | 2.57 |
| Stone and brick | 26,831 | 8.01 |
| Manufactures—articles shipped from points of production..... | 2,273 | 0.68 |
| Merchandise and other articles not enumerated above | 28,737 | 8.58 |
| Total tons carried..... | 334,857 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|--|----------------|-----------------|
| Earnings—passenger—from local passengers | [\$240,091 03] | |
| From through passengers | [95,668 86] | |
| From excess baggage..... | [2,507 33] | |
| From all passengers | | \$ 338,267 22 |
| From express and baggage..... | | 29,500 00 |
| From mails | | 33,344 39 |
| Total earnings passenger department..... | | \$401,111 61 |
| Total passenger earnings in Colorado..... | | \$401,111 61 |
| Earnings per train mile [466,096 miles]..... | [\$.86] | |
| Earnings per mile entire line..... | | \$ 1,226 38 |
| Earnings per mile in Colorado | | 1,226 38 |
| Earnings—freight—from local | [\$816,768 22] | |
| From through..... | [111,032 70] | |
| From other sources, freight department..... | [22,306 69] | |
| Total earnings freight department..... | | \$ 950,107 61 |
| Total freight earnings in Colorado | | \$ 950,107 61 |
| Earnings per train mile [301,843 miles]..... | [\$3 15] | |
| Earnings per mile entire line..... | | \$ 2,904 91 |
| Earnings per mile in Colorado..... | | 2,904 91 |
| Earnings per mile in mails, express and other sources | | 192 14 |
| Earnings per mile in mails, express and other sources in Colorado..... | | 192 14 |
| Total transportation earnings..... | | \$ 1,351,219 22 |
| Earnings per train mile run from all trains earning revenue [767,939 miles] [\$1.76]..... | | |
| Earnings per mile of road operated [283.07 miles]..... | [\$4,773 45] | |
| Proportion of earnings for Colorado..... | | \$ 1,351,219 22 |
| Rents received for use of road..... | | 311 00 |
| Rents received for use of stations, etc..... | | 1,643 03 |
| Car mileage [credit balance] | | 27,797 01 |
| Earnings from all other sources | | 16,872 04 |
| Telegraph earnings..... | [\$2,637 83] | |
| Total earnings from all sources | | \$ 1,397,842 30 |
| Proportion of earnings for Colorado | | \$ 1,397,842 30 |

What per cent. are the earnings in Colorado of the earnings of the entire line All.

Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 42.22
to 100.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

| | |
|--|---------------|
| CLASS I.—MAINTENANCE OF WAY AND BUILDINGS. | |
| Repairs of road-bed and track..... | \$ 139,617 32 |
| Renewal of rails | 6,596 35 |
| [Number tons laid, steel, 149 $\frac{2088}{2240}$.] | |
| [Number tons laid, iron 82 $\frac{1484}{2240}$.] | |
| Track rental..... | 102,760 00 |
| Renewal of ties..... | 31,830 29 |
| [Number laid, 86,539.] | |
| Repairs of bridges, including culverts..... | 13,054 76 |
| Repairs of fences, road crossings and cattle guards..... | 4,100 13 |
| Repairs of buildings, stations and water tanks..... | 12,840 49 |
| Total..... | \$ 310,799 34 |
| CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS. | |
| Repairs of locomotives..... | \$ 73,960 14 |
| Repairs of air brakes..... | 2,997 83 |
| Repairs of passenger cars, including sleeping cars..... | 31,732 86 |
| Repairs of freight cars..... | 20,233 01 |
| Total..... | \$ 128,923 84 |
| CLASS III.—CONDUCTING TRANSPORTATION. | |
| Fuel for locomotives, engine houses and shops | \$ 142,716 50 |
| Water supply..... | 8,554 73 |
| Oil and waste..... | 6,561 78 |
| Locomotive service..... | 91,319 87 |
| Passenger and freight train service..... | 67,726 01 |
| Passenger and freight train supplies..... | 4,907 87 |
| Mileage of passenger and freight cars (debit balance)..... | |
| Telegraph expenses and maintenance..... | 3,268 17 |
| Damage and loss of freight and baggage..... | 380 45 |
| Damages to property and cattle..... | 19,718 15 |
| Personal injuries..... | 2,469 32 |
| Agents and station service, including telegraph operators..... | 73,065 12 |
| Station supplies..... | 9,407 00 |
| Total..... | \$ 430,094 97 |

GENERAL EXPENSES AND TAXES.

| | |
|---|---------------|
| Salaries of general officers and clerks | \$ 3,991 87 |
| Legal expenses | 3,138 21 |
| Expenses of general offices | 2,156 97 |
| Stationery and printing..... | 8,005 70 |
| Outside agencies and advertising..... | 26,262 22 |
| Contingencies..... | 203 63 |
| Taxes in Colorado (All in Colorado)..... | 90,708 30 |
| Total..... | \$ 134,466 90 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------|
| Maintenance of way and buildings..... | \$ 310,799 34 |
| Maintenance of motive power and cars..... | 128,923 84 |
| Conducting transportation | 430,094 97 |
| General expenses, including taxes..... | 134,466 90 |
| Total operating expenses and taxes | \$ 1,004,285 05 |

Operating expenses and taxes per mile of road operated ? [283.07 miles] \$3,547.83.

Operating expenses and taxes per train mile for trains earning revenue: [767.939 miles]
\$1.31.

Proportion of operating expenses and taxes for Colorado ? \$1,004,285 05.

Percentage of expenses to earnings ? 71.85 per cent.

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE. | NET EARNINGS. | PERCENTAGE. |
|-----------------|----------------|---------------|--------------------|-----------------|---------------------------|---------------|-------------|
| 1883 | | | | | | | |
| July..... | \$ 83,743 01 | \$ 50,561 63 | \$ 9,109 68 | \$ 143,414 32 | ..... | \$ 55,067 99 | ..... |
| August | 90,053 47 | 45,669 68 | 7,879 84 | 143,602 99 | ..... | 66,185 70 | ..... |
| September | 100,124 46 | 39,394 49 | 6,816 49 | 146,335 44 | ..... | 71,003 99 | ..... |
| October | 129,051 41 | 33,310 44 | 6,951 13 | 169,313 68 | ..... | 85,442 75 | ..... |
| November | 114,314 26 | 29,847 29 | 6,736 39 | 150,897 94 | ..... | 67,017 61 | ..... |
| December | 94,212 75 | 28,945 97 | 5,839 20 | 128,997 92 | ..... | 50,465 97 | ..... |
| 1884 | | | | | | | |
| January | 73,470 54 | 23,473 99 | 8,195 83 | 105,140 36 | ..... | 28,082 71 | ..... |
| February | 89,342 12 | 21,433 15 | 7,228 69 | 118,003 96 | ..... | 42,971 67 | ..... |
| March..... | 90,406 43 | 22,876 42 | 7,288 40 | 120,571 25 | ..... | 41,979 60 | ..... |
| April | 79,459 39 | 30,442 47 | 7,726 74 | 117,628 60 | ..... | 38,748 86 | ..... |
| May..... | 109,718 04 | 39,801 55 | 7,920 65 | 150,440 24 | ..... | 78,211 22 | ..... |
| June | 52,112 82 | 33,296 73 | 7,016 21 | 92,425 78 | ..... | 5,874 20 | ..... |
| Totals | \$1,106,008 70 | \$ 392,053 81 | \$ 88,709 97 | \$ 1,586,772 48 | ..... | \$ 530,100 33 | 33 41 |

| | | | | | | | | |
|-----------------|------------|---------------|---------------|---------------|-----------------|-----------------|------------------|-------|
| July | 1884 | 77,850 92 | 37,885 60 | 7,277 14 | 123,013 66 | — \$ 20,400 66 | 49,310 09 | ..... |
| August ..... | ..... | 116,696 73 | 37,083 40 | 10,608 41 | 164,388 54 | + 20,785 55 | 87,614 53 | ..... |
| September ..... | ..... | 86,538 99 | 39,356 03 | 16,382 46 | 142,277 48 | — 4,057 96 | 71,655 46 | ..... |
| October ..... | ..... | 95,033 14 | 31,136 15 | 9,888 79 | 136,058 08 | — 33,255 60 | 58,803 20 | ..... |
| November ..... | ..... | 76,687 38 | 25,760 85 | 8,463 92 | 110,912 15 | — 39,985 79 | 40,922 83 | ..... |
| December ..... | ..... | 76,713 97 | 23,541 74 | 11,026 63 | 111,282 34 | — 17,715 58 | 20,256 25 | ..... |
| January | 1885 | 67,633 96 | 17,756 54 | 9,679 32 | 95,069 82 | — 10,070 54 | 21,590 92 | ..... |
| February ..... | ..... | 57,688 22 | 18,826 82 | 8,000 35 | 84,515 39 | — 33,488 57 | 10,103 09 | ..... |
| March ..... | ..... | 86,682 35 | 21,911 35 | 8,155 27 | 116,784 97 | — 3,822 28 | 38,331 70 | ..... |
| April ..... | ..... | 71,034 51 | 25,198 41 | 6,110 74 | 102,343 66 | — 15,284 94 | 20,584 37 | ..... |
| May ..... | ..... | 76,943 90 | 27,647 68 | 6,854 78 | 111,446 36 | — 38,993 88 | 14,948 59 | ..... |
| June ..... | ..... | 60,603 54 | 32,162 65 | 7,019 66 | 99,785 85 | + 7,360 07 | 141 28 | ..... |
| Totals..... | ..... | \$ 950,107 61 | \$ 338,267 22 | \$ 100,467 47 | \$ 1,307,842 30 | — \$ 188,930 18 | \$ 393,557 25 | 28.15 |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES-ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR - DECREASE | EXCESS OF EXPENSES. | PERCENTAGE. |
|----------------|------------------------------|--------------|----------|-----------------|--------------------------------|------------------------|-------------|
| 1883. | | | | | | | |
| July..... | | | | \$ 88,346 33 | ..... | \$ 55,067 99 | ..... |
| August..... | | | | 77,417 29 | ..... | 66,185 70 | ..... |
| September..... | | | | 75,331 45 | ..... | 71,003 99 | ..... |
| October..... | | | | 83,870 93 | ..... | 85,443 75 | ..... |
| November..... | | | | 83,880 33 | ..... | 67,017 61 | ..... |
| December..... | | | | 179,483 89 | ..... | 50,485 97 | ..... |
| 1884. | | | | | | | |
| January..... | | | | 77,057 65 | ..... | 28,082 71 | ..... |
| February..... | | | | 75,032 29 | ..... | 42,971 67 | ..... |
| March..... | | | | 78,591 65 | ..... | 41,979 60 | ..... |
| April..... | | | | 78,879 74 | ..... | 38,748 86 | ..... |
| May..... | | | | 72,229 02 | ..... | 78,211 23 | ..... |
| June..... | | | | 86,551 58 | ..... | 5,874 20 | ..... |
| Totals..... | | | | \$ 1,056,672 15 | ..... | \$ 530,100 23 | 66 59 |

| | \$ | 73,703 57 | — | 14,642 76 | \$ 49,310 00 |
|---------------------|----|--------------|---|-----------|---------------|
| July..... 1884..... | | | | | |
| August..... | | 76,774 01 | — | 643 28 | 87,614 53 |
| September..... | | 70,622 02 | — | 4,709 43 | 71,655 46 |
| October | | 77,164 88 | — | 6,706 05 | 88,893 90 |
| November..... | | 62,989 32 | — | 13,891 01 | 40,923 83 |
| December..... 1885. | | 131,538 59 | — | 47,945 30 | 20,256 25 |
| January | | 73,478 90 | — | 3,578 75 | 21,590 93 |
| February | | 74,412 30 | — | 619 99 | 10,103 09 |
| March | | 78,417 27 | — | 174 38 | 38,331 70 |
| April..... | | 81,759 29 | + | 2,879 55 | 20,584 37 |
| May | | 96,497 77 | + | 24,268 75 | 14,048 50 |
| June..... | | 99,927 13 | + | 13,375 55 | 141 28 |
| Totals | \$ | 1,004,285 05 | | | \$ 393,557 25 |
| | | | | | 71.85 |

GENERAL EXHIBIT.

| | |
|---|-----------------|
| Total earnings | \$ 1,397,842 30 |
| Total expenses, including taxes..... | 1,004,285 05 |
| Net earnings | 393,557 25 |
| Deficit in equipment written off | 7,572 00 |
| Interest accruing during the year | 336,030 00 |
| Interest on funded debt..... | 336,030 00 |
| Interest on floating debt..... | None |
| Dividends declared (1½ per cent) paid from earnings of year 1884..... | 93,454 00 |

INCOME ACCOUNT.

| | |
|---|-----------------|
| Income from earnings | \$ 1,397,842 30 |
| Total income from all sources for the year..... | \$ 1,397,842 30 |
| Proportion of income for Colorado..... | All |

GENERAL RECAPITULATION.

| | |
|--|-----------------|
| Total income | \$ 1,397,842 30 |
| Total operating expenses and taxes | 1,004,285 05 |
| Net income above operating expenses and taxes..... | 393,557 25 |
| Net income above operating expenses, taxes and interest.. .. | \$ 57,527 25 |
| Gross income per train mile run [767,939 miles] | \$ 1 82 |
| Net income per train mile run [767,939 miles] | .07½ |
| Percentage of net income to stock and debt | .0054 |

SURPLUS.

| | |
|--|---------------|
| Surplus at the commencement of the year..... | \$ 283,950 99 |
| Surplus at the close of the year..... | 240,452 24 |
| The amount invested in railroad stocks | 15,000 00 |
| Give the name of each road and the number of shares owned in each of them, and the par value of shares: Union Depot and Railroad Company, Den- ver, 150 shares, par value..... | 100 00 |
| Amount absorbed in construction..... | 206,068 87 |
| Amount in material and balances from other roads, and individuals' balance... | 19,383 37 |

AIDS OR GRANTS IN BONDS OR MONEY,
FROM STATE, COUNTIES, TOWNS, CORPORATIONS OR INDIVIDUALS.

| CHARACTER OF | AMOUNT.. | CASH REAL- IZED, OR CREDIT. | REFUNDED. | REMARKS. |
|-------------------|---------------|-----------------------------------|---------------------|----------------------|
| County bonds..... | \$ 100,000 00 | \$ 83,200 00 | \$ 100,000 00 stock |Gilpin county |
| County bonds..... | 200,000 00 | 200,000 00 | 200,000 00 stock | Boulder county |
| County bonds..... | 100,000 00 | 81,263 00 | 100,000 00 stock | ... Jefferson county |

GENERAL BALANCE SHEET,

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE COLORADO
CENTRAL RAILROAD COMPANY.

| DEBITS. | AMOUNT. | CREDITS. | AMOUNT. |
|--|-----------------|----------------------|-----------------|
| Construction | \$10,708,563 14 | Capital stock..... | \$6,230,300 00 |
| Equipment..... | 515,805 73 | Funded debt | 4,788,000 00 |
| Union Depot and Railroad Company, Denver, stock | 15,000 00 | Accounts payable .. | 168,451 00 |
| Accounts receivable .. | 187,834 37 | Income account | 240,452 24 |
| | \$11,427,203 24 | | \$11,427,203 24 |

STATISTICS OF TRAFFIC IN COLORADO.

Cannot furnish this prior to January 1, 1885. Will be able to furnish it for next report.

BUSINESS AND RECEIPTS, (JANUARY 1, 1885, TO JUNE 30, 1885.)

| STATIONS | FREIGHT. | | | PASSENGERS. | | | TOTAL REVENUE. |
|------------------|-----------------|----------------|-----------|--------------|------------|-----------|----------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM. | NUMBER TO. | REVENUE. | |
| Bluff | 56 | ..... | \$ 439 59 | 113 | ..... | \$ 135 64 | \$ 575 23 |
| Sedgwick | 22 | ..... | 131 13 | 77 | ..... | 118 00 | 249 13 |
| Crook | 49 | ..... | 295 36 | 96 | ..... | 279 34 | 574 70 |
| Sterling | 244 | ..... | 1,030 71 | 548 | ..... | 2,247 02 | 3,277 73 |
| Merino | 4 | ..... | 23 21 | 106 | ..... | 179 80 | 203 10 |
| Snyder | 54 | ..... | 393 49 | 07 | ..... | 365 13 | 758 62 |
| Deuel | 114 | ..... | 374 40 | 259 | ..... | 638 46 | 1,012 86 |
| Orchard | 577 | ..... | 1,998 05 | 91 | ..... | 175 25 | 2,173 30 |
| Hardin | 302 | ..... | 1,013 00 | 173 | ..... | 314 65 | 1,327 65 |
| Fort Collins .. | 5,557 | ..... | 24,827 56 | 3,645 | ..... | 9,918 29 | 34,645 85 |
| Loveland | 2,649 | ..... | 9,233 91 | 1,862 | ..... | 2,804 65 | 12,038 56 |
| Berthoud | 1,613 | ..... | 4,419 88 | 881 | ..... | 352 49 | 5,272 37 |
| Longmont | 4,817 | ..... | 16,667 21 | 2,849 | ..... | 4,457 71 | 21,064 92 |
| Ni Wot | 376 | ..... | 546 24 | 425 | ..... | 295 80 | 842 04 |
| Boulder | 2,491 | ..... | 7,846 31 | 8,259 | ..... | 13,767 71 | 21,614 03 |
| Louisville | 9,303 | | 15,697 73 | 798 | | 1,173 62 | 16,871 35 |

RAILROAD COMMISSIONER'S REPORT.

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| | | | | | |
|---------------------|--------|-----------|-------|----------|-----------|
| Golden | 13,572 | 39,254 58 | 6,711 | 7,557 40 | 46,811 78 |
| Argo | 889 | 8,374 26 | 1,898 | 749 32 | 9,123 58 |
| Beaver Creek | 1,398 | 2,172 42 | 377 | 279 77 | 2,452 19 |
| Forks Creek | 3 | 11 92 | 235 | 209 15 | 221 07 |
| Black Hawk | 14,872 | 39,658 91 | 3,362 | 7,760 11 | 47,419 02 |
| Central City | 64 | 896 38 | 1,511 | 5,652 36 | 6,548 74 |
| Idaho Springs | 3,425 | 11,550 36 | 4,640 | 7,910 24 | 19,460 62 |
| Lawson | 1,936 | 2,708 68 | 2,146 | 1,316 52 | 4,025 20 |
| Georgetown | 3,830 | 18,181 70 | 7,255 | 8,343 20 | 26,524 90 |
| Atwood | | | 2 | 7 05 | 7 05 |
| Welkoff | | | 26 | 51 45 | 51 45 |
| Brush | | | 33 | 76 25 | 76 25 |
| Highland | | | 71 | 55 08 | 55 08 |
| Churches | | | 99 | 86 35 | 86 35 |
| Ralston | | | 35 | 35 88 | 35 88 |
| Jones | | | 7 | 6 85 | 6 85 |
| Arvada | | | 454 | 201 85 | 201 85 |
| Chimney Gulch | | | 6 | 1 50 | 1 50 |
| Guy Gulch | | | 20 | 16 85 | 16 85 |
| Elk Creek | | | 7 | 6 75 | 6 75 |
| Forks Creek | | | 3 | 3 20 | 3 20 |
| Cottonwood | | | 2 | 40 | 40 |

BUSINESS AND RECEIPTS—CONTINUED.

| STATIONS. | FREIGHT. | | | PASSENGERS. | | |
|------------------|--------------------|-------------------|---------------|--------------|------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM. | NUMBER TO. | TOTAL REVENUE. |
| Smith Hill ..... | ..... | ..... | ..... | 24 | ..... | 11 90 |
| Floyd Hill ..... | ..... | ..... | ..... | 62 | ..... | 62 10 |
| Fall River ..... | ..... | ..... | ..... | 317 | ..... | 220 90 |
| Dumont ..... | ..... | ..... | ..... | 338 | ..... | 211 22 |
| Empire .... | ..... | ..... | ..... | 1,107 | ..... | 502 40 |
| Totals | 67,324 | ..... | \$ 207,686 81 | 50,969 | ..... | \$ 78,960 21 |
| | | | | | | \$ 286,647 02 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|-------------------------|---------------------------------|---------------|---|----------------------------------|
| August 26, 1884..... | A. M. Yates, brakeman..... | La Salle..... | Fell from train..... | Inquest—R. R. Co exonerated..... |
| September 27, 1884..... | W. A. Matlock, coal heaver..... | La Salle..... | Caught between engine and coal chute..... |Crushed..... |

INJURED.

| | | | | |
|-------------------------|----------------------------------|---|--|---|
| July 16, 1884..... | Chas Lundburg, car repairer..... | Golden..... | Coupling cars..... | Right hand cut & thumb mashed..... |
| July 25, 1884..... | Joseph Leaf, firemen..... | { 2 1/2 miles east } { Georgetown..... | Jumped from engine..... |Right hand bruised..... |
| July 25, 1884..... | F. Higby, engineer..... | Same as above..... | Jumped from engine..... | Head, shoulder and knee bruised..... |
| August 4, 1884..... | J. Kafferty, car inspector..... | Denver..... | Caught hand between jack and car..... | Mashed 3d-4th fingers, left hand..... |
| August 22, 1884..... | Conrad Burke, laborer..... | Denver..... | Caught thumb between two stones..... |Smashed thumb, left hand..... |
| September 14, 1884..... | P. Holmes, engine watchman..... | Ft Collins..... | Coupling engine to train..... | 2d-4th fingers bruised, 3d cut off..... |
| September 21, 1884..... | A. L. Walker, passenger..... | Guy Gulch..... | Fell off platform. Drunk..... | Cut face and head, bruised legs..... |
| October 16, 1884..... | J. R. Haynes, brakeman..... | Brighton..... | Coupling cars..... | Dislocated 2d finger right hand..... |
| November 7, 1884..... | Frank Near, tramp..... | Idaho station..... | Attempted to board train..... |Bruised about head and face..... |
| November 9, 1884..... | A. Anderson, laborer..... | Berthoud..... | Unloading hand car from box car..... |Bruised shoulder and ankle..... |
| November 12, 1884..... | J. W. Aldersen, conductor..... | { two miles east } { forks creek..... | Train jumped track rounding curve..... |Side and head bruised..... |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|-------------------------|--------------------------------------|-----------------------------------|---|-----------------------------------|
| November 12, 1884 | H. G. Kilpatrick, lawyer | } two miles east forks creek.. | Train jumped track rounding curve | Hands and head cut |
| November 12, 1884 | John Currier, news agent..... | | Same as above | ...Head cut and shoulder bruised |
| November 12, 1884..... | H. Czarnowsky..... | Same as above... | Same as above |Leg bruised |
| November 12, 1884 | C. Stephens, passenger | Same as above... | Same as above | Hands bruised and cut |
| November 12, 1884 | Mrs. L. H. Sheppard, passenger | Same as above... | Same as above | Face bruised |
| November 12, 1884..... | J. A. Coulter, passenger | Same as above... | Same as above | Leg Bruised |
| November 12, 1884 | Mrs. Helen Proctor, passenger | Same as above... | Same as above | Right arm slightly injured |
| November 12, 1884 | E. W. Erickson, passenger | Same as above... | Same as above | Bruised |
| November 12, 1884 | E. W. Stubbs, passenger..... | Same as above... | Same as above | Side injured |
| November 12, 1884..... | Horace Bird, passenger | Same as above... | Same as above | Scalp wound and thigh bruised |
| November 12, 1884 | Mr. Martin, passenger..... | Same as above... | Same as above..... | Slightly bruised |
| November 12, 1884 | Mrs. Martin, passenger | Same as above... | Same as above | Slight bruise on cheek |
| November 12, 1884..... | G. H. Smith, passenger | Same as above... | Same as above | Back injured |
| November 12, 1884..... | Geo Chipman, passenger..... | Same as above... | Same as above | Hands bruised |
| November 12, 1884 | M. Stephens, passenger..... | Same as above... | Same as above | Hands cut and bruised |
| December 3, 1884..... | Robert Taylor, switchman..... | Denver..... | Coupling cars | ...First finger right hand mashed |
| December 6, 1884..... | W. M. Pitney, switchman | Denver..... | Coupling cars..... | Little finger right hand mashed |

| | | | | | |
|-------------------------|------------------------------------|--|---|-------|--|
| December 13, 1884..... | Pat Drury, laborer | Denver..... | Dropped rail on foot..... | ..... | Left instep bruised |
| January 1, 1885 | Child of D. N. Stradler..... | Orr | Stone thrown through window by tramp... | ..... | Slight scalp wound |
| January 5, 1885..... | Walter Massman, passenger..... | La Salle | Struck head against window..... | ..... | Slight scalp wound |
| January 16, 1885 | J. K. Turner, brakeman | La Salle..... | Slipped on ice around water tank..... | ..... | Injured left knee severely |
| January 23, 1885..... | J. Gannley, fireman..... | Nathrop | Fell from pilot of engine ..... | ..... | Right knee bruised |
| January 28, 1885 | W. A. Smith, brakeman | Denver..... | Coupling cars ..... | ..... | Crushed right index finger |
| February 4, 1885 | W. H. Bryant, passenger..... | ($\frac{1}{4}$ mile east of } Georgetown.) | Wind blew train from track, upset it..... | ..... | Left shoulder, hip & nose bruised |
| February 4, 1885 | H. A. Spruance, passenger | Same as above.. | Same as above..... | ..... | Fract'd tenth and eleventh ribs |
| February 4, 1885 | Mary Holland, passenger..... | Same as above.. | Same as above ..... | ..... | W'und over left temple 3 in. long |
| February 4, 1885 | Edward Reed, passenger | Same as above.. | Same as above ..... | ..... | { Contusion over left temple, hips and shoulders bruised. |
| February 4, 1885 | Mrs. P. Holland, passenger.... | Same as above.. | Same as above ..... | ..... | Cont's'n ov'r both lungs, head cut |
| February 4, 1885 | S. P. Eldred, passenger..... | Same as above.. | Same as above ..... | ..... | Nose cut, left hip bruised |
| February 4, 1885 | C. L. Finney, passenger..... | Same as above.. | Same as above ..... | ..... | Cut back of head, back bruised |
| February 4, 1885 | J. L. Brown, passenger..... | Same as above.. | Same as above ..... | ..... | Hip bruised, heel and wrist inj'd |
| February 4, 1885 | A. Crayton, brakeman | Same as above.. | Same as above ..... | ..... | Right leg broken, face scratched |
| February 4, 1885 | T. Conkrite, passenger..... | Same as above.. | Same as above ..... | ..... | { Contusion lower part of back and left side. |
| February 4, 1885 | J. H. Failing, express messenger | Same as above.. | Same as above..... | ..... | .... Right side and neck bruised |
| February 4, 1885 | Mrs. M. A. Dooley, passenger .. | Same as above.. | Same as above..... | ..... | Cont's'n over left lung, both eyes |
| February 4, 1885 | Mrs. S. Patterson, passenger | Same as above.. | Same as above ..... | ..... | Right wrist sprained, head cut |
| February 5, 1885 | Con. Hurley, car repairer..... | Denver..... | Train started while under car ..... | ..... | Left leg severely bruised |
| February 9, 1885 | P. G. Frederick, carpenter | Bridge No. 10 .. | Caught knee under handle of hand car.... | ..... | ..... Ankle sprained |
| February 19, 1885 | W. A. Fritz, brakeman..... | Bet. Orr & Hardin | ..... | ..... | ..... Sprained left ankle |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|---------------------|------------------------------------|------------------|---|---|
| March 10, 1885..... | H. Davidson, machinist helper... | Denver..... | Taking pair trucks from engine..... | Br' sed thumb & 1st finger r't h'nd |
| April 3, 1885..... | Anna Lindstrom..... | Denver yard..... | Run over by switch engine..... | { Dislocated hips, 3 ribs broken, r't sh'd'r disloc'd, h'd bruised |
| April 17, 1885..... | S. J. Powell, forem'n B & B. d'pot | Denver Junction | Attempted to do work not in his line..... |Bruised right foot |
| April 30, 1885..... | S. Spease, fireman..... | Boulder..... | Caught finger between coal and fire door. |Crushed forefinger left hand |
| May 27, 1885..... | F. Williams, switchman..... | Denver..... | Coupling cars..... |Injured finger right hand |
| May 29, 1885..... | F. Woodley, tramp..... | Georgetown..... | Fell between cars of moving train..... | { Head badly bruised, three ribs broken, teeth knocked loose |
| June 6, 1885..... | Wm. Warren, laborer..... | Longmont..... | Caught finger under rail..... | Crushed middle finger right hand |
| June 26, 1885..... | D. F. Knox, fireman..... | Argo..... | Tried to step on moving engine..... |Wrenched shoulder |
| June 28, 1885..... | John Brady, tramp..... | Louisville..... | Sleeping under coal car, train started..... | ...Crushed right leg and left foot |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|------------------------------------|------------------|-----------|---------|------------------|-----------|---------|
| | PASSEN- GERS. | EMPLOYES. | OTHERS. | PASSEN- GERS. | EMPLOYES. | OTHERS. |
| Derailments | | | | 24 | 7 | 1 |
| Coupling cars | | | | | 7 | ..... |
| Falling from trains... | | 1 | ..... | 1 | 1 | ..... |
| Getting on and off trains | | | | | 2 | 1 |
| Highway crossings... | | | | | | 1 |
| Miscellaneous | | 1 | ..... | 2 | 10 | 1 |
| Trespassers on track | | | | | | 2 |
| Totals | | 2 | ..... | 27 | 27 | 6 |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|--|----|
| Number of persons killed during the year..... | 2 |
| Number of persons injured during the year..... | 60 |
| Number of casualties purely accidental during the year..... | 39 |
| Number resulting from lack of caution, carelessness or misconduct | 21 |
| Number of trespassers on track injured | 2 |

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT.

- July 25, 1884.—Passenger. Two and a half miles east of Georgetown; stock on track; derailment; engine, observation car, baggage car and coach derailed; damage, \$797; two persons injured.
- September 29, 1884.—Freight. Beaver Brook; cars damaged by train parting; amount of damage, \$280.
- November 12, 1884.—Passenger. Two miles east of Forks Creek; derailment; due to fast running; coach and baggage car derailed; damage, \$1,750; sixteen persons injured.
- January 6, 1885.—Passenger. One and a half miles west of Floyd Hill; derailment; track spread; damage, \$27.50.

January 27, 1885.—Freight. Longmont; derailment; defective track; one pair trucks off track; damage, \$12.

February 4, 1885.—Passenger. Quarter mile east of Georgetown; derailment; violent wind blew train of two coaches, one mail and baggage car and engine from the track; damage, \$1,100; fourteen persons injured.

May 26, 1885.—Freight. Elk Creek; brake out of order; lost control of caboose, and it ran away down grade and was derailed; damage, \$100.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such express company? Pacific Express Company

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Contract with Pullman Palace Car Company, by which the U. P. Railway Company acquired a three-fourths interest in the Pullman palace cars running on its operated lines.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each; please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? No contract or arrangements made with any company, excepting the one mentioned in preceding article.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Colorado, and on what terms of service? \$33,344.39. The United States prescribes the rates, pursuant to the terms of the Revised Statutes, sections 4001-5, subject to the deductions of 10 per cent. imposed by the act of July 12, 1876, and 5 per cent. imposed by the act of June 17, 1878. This allowance is not deemed sufficient or lawful by the Union Pacific Railway Company.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$1,064.60.

TELEGRAPH.

How many miles of telegraph are owned by your company in Colorado? 105 miles wire

What other company, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own? Western Union Telegraph Company owns 232 miles wire; 175½ miles poles and 118½ miles wire owned jointly by Colorado Central Railroad Company and Western Union Telegraph Company; 151 miles poles and wires, Denver Junction to La Salle, owned jointly with Western Union Telegraph Company.

LANDS—CONGRESSIONAL GRANTS.

None.

Date of original charter of road, and that of any road consolidated with it, and the names of the companies? February 9, 1865.

Rates and dates of all cash dividends on stock of original and consolidated companies :

December 31, 1881.—No. 1, 11 35 per cent.

December 30, 1882.—No. 2, 7 per cent.

December 30, 1883.—No. 3, 2 per cent.

December 31, 1884.—No. 4, 1½ per cent.

Are the bridges and trestles provided with guard rails? About one third.

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in passenger train in Colorado? Four.

Average number of cars in freight train in Colorado? Fourteen.

Cost of all snow sheds and fences? \$3,326.

Cost of repairs of snow sheds and fences during the year? \$294.04.

Cost of removing snow and ice from the track during the year? \$1,555.67.

- Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced? Rule 10; the use of intoxicating drink by employes will be considered good cause for dismissal from the service. It is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No special rule covering examination for color blindness, but employes are tested on this point during examination on general rules.

Have you in use any cars provided with an automatic coupler? All passenger, mail, baggage and express cars have the Miller couplers.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

Are you in any manner interested in either coal mines or stone quarries other than as above specified? No.

STATE OF NEBRASKA, }
COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Colorado Central Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true

statement of the condition and affairs of said Company, on the thirtieth day of June, A. D. 1885, to the best of my knowledge and belief.

Signed,

ERASTUS YOUNG,

[L. S.]

Auditor.

OF R. R.

Subscribed and sworn to before me, this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads this twelfth day of December, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Denver, South Park & Pacific Railroad Co.,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE |
|------------------------------|---------------------------|---------------------------|
| President..... | Charles F. Adams, Jr..... |Boston, Mass. |
| Vice-President | Elisha Atkins..... |Boston, Mass. |
| Secretary | Henry McFarland..... |Boston, Mass. |
| Treasurer | Henry McFarland..... |Boston, Mass. |
| General Manager | S. R. Callaway..... |Omaha, Nebraska |
| General Superintendent..... | S. T. Smith |Omaha, Nebraska |
| Chief Engineer..... | J. Blickensderfer..... |Omaha, Nebraska |
| Superintendent of Telegraph. | J. J. Dickey..... |Omaha, Nebraska |
| Auditor | Erastus Young..... |Omaha, Nebraska |
| General Passenger Agent..... | J. W. Morse..... |Omaha, Nebraska |
| General Freight Agent..... | P. P. Shelby..... |Omaha, Nebraska |
| General Solicitor..... | John P. Dillon..... |New York City, N. Y. |
| Land Commissioner..... | Leavitt Burnham..... |Omaha, Nebraska |

NAMES OF DIRECTORS. POSTOFFICE ADDRESS. NAMES OF DIRECTORS. POSTOFFICE ADDRESS.

| | | | |
|-----------------------|--------------------|---------------------|-----------------------|
| Charles F. Adams, Jr | Boston, Mass..... | Henry McFarland .. |Boston, Mass. |
| Elisha Atkins..... | Boston, Mass..... | S. R. Callaway.. |Omaha, Nebraska |
| Frederick L. Ames.... | Boston, Mass | Willard Teller..... |Denver, Colo. |
| F. Gordon Dexter..... | Boston, Mass..... | Sidney Dillon..... | ... N. Y. City, N. Y. |
| Ezra H. Baker..... | Boston, Mass..... | ..... | ..... |

Executive committee..... Charles F. Adams, Jr., Elisha Atkins, Frederick L. Ames,
F. Gordon Dexter and Ezra H. Baker

Date of annual election of directors Second Tuesday in April of each year

Location of general offices Boston, Mass.

Name and address of person to whom correspondence concerning this report should be
directed..... Henry McFarland, Secretary and Treasurer, Boston, Mass., or Erastus
Young, Auditor, Omaha, Nebraska.

CAPITAL STOCK.

| | |
|--|-----------------|
| Number of shares issued, 61,428. Amount paid in | \$ 6,142,800 00 |
| Total common stock issued..... | \$ 6,142,800 00 |
| Amount of stock issued to build and equip the road | \$ 6,142,800 00 |
| Amount of stock issued during last year, and on what account was increase made? On account of construction of new road..... | 850,000 00 |
| Total amount paid in as per books of the company..... | 6,142,800 00 |
| Proportion of stock for Colorado..... | 6,142,800 00 |
| Amount of stock per mile of road..... | 10,068 14 |
| Amount of stock representing the road in Colorado All | |
| Amount of stock held in Colorado..... | 1,300 00 |
| Total number of stockholders..... | 15 |
| Number of stockholders in Colorado..... | 4 |

When and to whom was the original stock owned by the company sold, and what was the cash value realized by the company for the same? Stock was all issued under contracts for the construction of the road.

A list of stockholders at the last election of directors, showing the name, residence and amount of stock owned by each must be filed herewith.

BONDED DEBT.

| | |
|---|-----------------|
| First mortgage bonds, date August 1, 1876, due August 1, 1905, rate of interest 7 per cent..... | \$ 1,800,000 00 |
| Amount of interest paid on same during the year..... | 127,450 00 |
| Consolidated mortgage bonds, date October 15, 1880, due January 1, 1921, rate of interest 6 per cent..... | 2,817,000 00 |
| Total bonded debt..... | \$ 4,617,000 00 |
| Amount of bonds issued to build and equip the road | \$ 4,617,000 00 |
| Amount of bonds issued during last year and on what account was increase made? On account of construction of new road..... | 1,254,000 00 |
| Amount of bonded debt per mile of road | 14,331 83 |

FLOATING DEBT.

| | |
|--|-----------------|
| Amount of debt not secured by mortgage | \$ 1,700,291 00 |
| Proportion of debt bonded and floating for Colorado..... | 6,317,291 00 |
| Total amount of paid-up stock and debt | 12,460,091 00 |
| Amount of stock and debt per mile of road. | 38,667 92 |

COST OF ROAD.

| | |
|---|-----------------|
| Interest paid during construction, discounts, etc | \$ 3,334,083 47 |
| Cost of construction and equipment, entire line | 12,747,291 38 |
| Cost of construction and equipment in Colorado | 12,747,291 38 |
| Average cost of road and equipment per mile [322.15 miles] | 39,569 43 |
| Is your construction account closed? No. | |
| If the road was not built by the present owners, state cost of road to them.. | 12,747,291 38 |
| The value of all other property owned by the corporation | 112,836 68 |

COST OF EQUIPMENT.

(Cost of equipment is included in cost of road.)

| | |
|--|--------------|
| Average cost of road and equipment per mile in Colorado..... | \$ 39,569 43 |
|--|--------------|

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE
BEEN INCREASED DURING THE YEAR.

| | |
|--|-----------------|
| Land, land damages and fences | \$ 275 00 |
| Machine shops, including machinery and tools. | 833 00 |
| Track scales | 552 49 |
| Extension of road and branches..... | 2,050,000 00 |
| Total for construction | \$ 2,051,660 49 |

PROPERTY ACCOUNTS.

(CONTINUED.)

| EQUIPMENT. | |
|--|-----------------|
| Air and other brakes on locomotives | \$ 1,403 08 |
| Freight on locomotives..... | 932 94 |
| Passenger, mail, baggage and express cars 2 | 11,299 47 |
| Miller platform in passenger, mail, baggage and express cars | 224 42 |
| Freight and other cars..... 122 | 4,785 88 |
| Air and other brakes on freight and other cars..... | 288 78 |
| Total for equipment | \$ 18,934 57 |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same). | |
| Portion of St. Elmo toll road sold | \$ 400 00 |
| Fifty flat cars, charged erroneously, now credited | 19,118 46 |
| Air brakes on 48 of same, now credited | 3,951 36 |
| Deficit in equipment charged off, 69 cars..... | 33,620 00 |
| Net addition to property account for the year | \$ 2,013,525 24 |

DESCRIPTION OF ROAD.

| | MILES. | |
|--|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Denver to Leadville..... | | 150.97 |
| BRANCHES. | | |
| From Como to Gunnison..... | | 117.25 |
| From Gunnison to Coal Mines..... | | 17.44 |
| From Garos to London Junction..... | | 15.40 |
| From Dickey to Keystone..... | | 6.85 |
| From Bear Creek to end of track..... | | 10.24 |
| From Como to Coal Mines..... | | 4.00 |
| Total length of main line and branches..... | | 322.15 |
| Aggregate length of sidings and other track not above..... | | 29.40 |
| Aggregate length of track computed as single track (exclusive of sidings)..... | | 322.15 |
| Number of miles of iron rail..... | | 95.05 |
| Number of miles of steel rail | | 227.10 |

[Weight per yard, steel, 40 and 45 pounds.]

[Weight per yard, iron, 30, 35, 40 and 56 pounds.]

Gauge of track, 3 feet.

Number of miles of telegraph owned by this company? 300 miles owned by company, 14 miles owned jointly with Western Union Telegraph Company.

Grade—Maximum per mile, 211 feet.

Longest maximum, 7,500 feet.

Curvature—Shortest radius, 206.7 feet.

Aggregate length of all radii, 508,805 feet.

Aggregate length of tangents, 200 miles 4,730 feet.

If any of the road was first opened for operation during the past year, state the date.
None.

Total miles of road operated by this company* 322.15.

STATIONS.

| | Entire Line. | In Colorado. |
|---|-----------------|-----------------|
| Number of stations on all roads owned by this company..... | | 36 |
| Number of stations on all roads operated by this company..... | | 56 |
| Number of "common points"..... | | 4 |
| Number of telegraph offices in stations..... | | 28 |

EMPLOYÉS.

Our records do not permit us to furnish this prior to January 1, 1885. Will be able to furnish it for next report.

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|---|-------|-------------------|
| Wooden truss bridges..... | 1 | 125 feet |
| Combination bridges | 3 | 234 feet |
| Iron bridges..... | 12 | 978 feet |
| Wooden trestle and pile..... | 333 | 11,158 feet |
| ARCH CULVERTS AND VIADUCTS IN COLORADO. | | |
| None. | | |
| BOX CULVERTS IN COLORADO | | |
| Timber..... | 379 | ..... |
| Stone..... | 43 | ..... |
| CATTLE GUARDS. | | |
| Number in Colorado..... | 185 | ..... |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | ..... | 100,624 feet |
| Amount of piling used in renewals of wooden bridges during the year (lineal feet) ..... | ..... | 4,673 feet |

BRIDGES BUILT

WITHIN THE YEAR IN COLORADO.

| LOCATION. | KIND. | MATERIAL. | WHEN BUILT | LENGTH IN FT. |
|---------------------------|---------------------|-----------------------------|------------|---------------|
| 51.6 miles from Denver.. | Trestle..... | Colorado pine | Dec. 1884 | 16 |
| 105.2 miles from Denver.. | Trestle..... | Colorado pine | Oct. 1884 | 16 |
| 106 miles from Denver.. | Trestle..... | Colorado pine | Oct. 1884 | 16 |
| 145 miles from Denver.. | Trestle..... | Colorado pine | Sept. 1884 | 160 |
| 144.4 miles from Denver.. | Trestle..... | Colorado pine | Sept. 1884 | 128 |
| 132.3 miles from Denver.. | Trestle..... | Colorado and eastern pine.. | Sept. 1884 | 80 |
| 132.3 miles from Denver.. | Trestle..... | Colorado and eastern pine.. | Nov. 1884 | 48 |
| 132.5 miles from Denver.. | Trestle..... | Colorado and eastern pine.. | Dec. 1884 | 148 |
| 132.9 miles from Denver.. | { Truss girder } | Colo. & eastern pine & iron | Dec. 1884 | 230 |
| 140.4 miles from Denver.. | Trestle..... | Colorado and eastern pine.. | Aug. 1884 | 48 |
| 137.7 miles from Denver.. | Trestle..... | Colorado and eastern pine.. | Aug. 1884 | 16 |

Give the average number of years the trestle and pile bridges last on your road in Colorado: 10 years.

Give the average number of years that wooden truss bridges last on your road in Colorado: 12 years.

ROAD-BED AND TRACK IN COLORADO.

| | |
|---|---|
| Number of track sections..... | Fifty-four. |
| Average length of sections | Six miles. |
| Average number of men in each section gang | Four. |
| Average number of ties per mile of road..... | Three thousand. |
| Number of new ties laid in track during the year..... | 106,146. |
| Average number of new ties per mile of road | Three hundred and thirty. |
| New rails laid in track during the year, steel..... | (60 $\frac{1}{2}$ $\frac{3}{4}$ tons) miles, 9. |
| Total track laid with new rails during the year | 9 |
| Average life of iron rails on main line..... | Six years. |
| Average life of iron rails on branches | Seven years. |
| Average life of steel rails on main line, | Eight years. |
| Average life of steel rails on branches..... | Nine years. |
| Average life of ties | Four years. |
| Average life of joint fastenings | Eight years. |
| Average life of frogs..... | Five years. |

CROSSINGS IN COLORADO.

| | |
|--|-------------|
| What railroad crosses your road at grade and at what locality : | |
| Burlington and Colorado in Denver yard. | |
| Denver and New Orleans two miles south of Denver. | |
| Denver and Rio Grande one mile from Nathrop. | |
| Denver and Rio Grande one-half mile east of Gunnison. | |
| Denver and Rio Grande in Leadville yard. | |
| What railroads cross your road, either over or under, and at what locality : | |
| Denver and Rio Grande at Kokomo, twice. | |
| Number of highway crossings at grade : | Eighty-six. |
| Number of highway crossings at which there are flagmen : | Four. |

FENCING IN COLORADO.

| | |
|---|----------|
| How many miles of your road in Colorado are fenced? | 13.15 |
| What is the average cost per rod?..... | \$.75 |
| What is the total cost of same? | 3,156 00 |
| How many miles of new fencing have you built during the year? | 2 05 |

ROLLING STOCK.

| | LEASED. | OWNED. | TOTAL. | AVERAGE LIFE IN YEARS. |
|---|---------|--------|--------|------------------------------|
| Number of passenger locomotives.. | | 12 | 12 | ..... |
| Number of freight locomotives... .. | | 62 | 62 | ..... |
| Number of passenger cars..... | | 27 | 27 | ..... |
| Number of baggage, mail and express cars..... | | 6 | 6 | ..... |
| Number of parlor and sleeping cars..... | | 5 | 5 | ..... |
| Number of officers' cars..... | | 2 | 2 | ..... |
| Number of box freight cars..... | | 577 | 577 | ..... |
| Number of stock cars | | 9 | 9 | ..... |
| Number of platform and coal cars.. .. | | 649 | 649 | ..... |
| Number of other cars | | 21 | 21 | ..... |
| Total number of cars.. .. | | 1,296 | 1,296 | ..... |
| | | | | |
| Maximum weight of locomotives and tenders, coal and water.. .. | | | | 53 tons |
| Average weight of locomotives and tenders, coal and water..... | | | | 48 tons |
| Number of locomotives equipped with train brake | | | | 73 |
| Maximum weight of passenger cars..... | | | | 20 tons |
| Average weight of passenger cars..... | | | | 13 tons |
| Number of cars equipped with air brake..... | | | | 1,238 |
| Number of passenger cars equipped with Miller platform and buffer..... | | | | 4 |
| The amount of tonnage that can be carried over your road exclusive of cars by an engine of given weight. Weight of engine : 56,000 pounds ; tons, 58. | | | | |

MILEAGE, TRAFFIC, ETC.

| | |
|--|---------|
| Miles run by passenger trains during the year..... | 190,194 |
| Miles run by freight trains during the year..... | 557,087 |
| Miles run by other trains during the year..... | 105,982 |
| Total train mileage..... | 853,263 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|-------------|
| Average number of cars in passenger trains..... | 2.9 |
| Average weight of passenger trains, exclusive of passengers | 78,692 lbs |
| Average number of cars in freight trains..... | 10 |
| Average weight of freight trains, exclusive of freight..... | 138,170 lbs |

PASSENGER TRAFFIC.

| | |
|--|--------------|
| Number of through passengers carried..... | 5,382 |
| Number of local passengers carried..... | 54,184 |
| Number of passengers carried east and south..... | 29,164 |
| Number of passengers carried west and north..... | 30,402 |
| Total number of passengers carried..... | 59,566 |
| Total passenger mileage, or passengers carried one mile..... | 2,979,884 |
| Average distance traveled by each passenger..... | 50.026 miles |
| Average amount received from each passenger..... | \$ 3 161 |
| Average rate of fare per mile for all passengers | 6.318 cts. |

FREIGHT TRAFFIC.

| | |
|--|------------|
| Number of tons of through freight carried | 53,351 |
| Number of tons of local freight carried | 138,456 |
| Total tons of freight carried..... | 191,807 |
| Total mileage of through freight (tons carried one mile)..... | 6,557,743 |
| Total mileage of local freight (tons carried one mile)..... | 8,494,220 |
| Total freight mileage, or tons carried one mile..... | 15,051,463 |
| Average rate per ton per mile received for through freight | 6.52 cts. |
| Average rate per ton per mile received for local freight | 4.58 cts. |
| Average rate per ton per mile to move all freight..... | 5.42 cts. |

CAR MILEAGE.

| | |
|--|-------------|
| Number of miles run by loaded freight cars east and south | 1,455,679 |
| Number of miles run by loaded freight cars west and north | 831,478 |
| Number of miles run by empty freight cars east and south | 188,168 |
| Number of miles run by empty freight cars west and north..... | 760,829 |
| Total freight car mileage | 3,236,154 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 11.45 P ct. |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north | 47.77 P ct. |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado | 29.32 P ct. |

SPEED OF TRAINS IN COLORADO.

| | |
|---|----------------|
| Rate of speed of passenger trains, including stops..... | 15 miles P hr. |
| Rate of speed of freight trains, including stops | 8 miles P hr. |

TONNAGE OF ARTICLES TRANSPORTED.

ALL IN COLORADO.

| | Tons. | Per cent. |
|---|---------|-----------|
| Grain | 4,686 | 2.44 |
| Flour..... | 3,543 | 1.85 |
| Provisions (beef, pork, lard, etc.)..... | 655 | 0.34 |
| Animals | 1,129 | 0.59 |
| Other agricultural products | 5,459 | 2.85 |
| Iron, lead and mineral products..... | 56,917 | 29.67 |
| Lumber and forest products | 48,580 | 25.33 |
| Coal | 29,623 | 15.45 |
| Plaster, lime and cement | 1,000 | 0.52 |
| Salt | 102 | 0.05 |
| Petroleum and oil..... | 528 | 0.28 |
| Steel and castings | 1,292 | 0.67 |
| Stone and brick | 29,970 | 15.63 |
| Manufactures—articles shipped from point of production..... | 107 | 0.05 |
| Merchandise and other articles not enumerated above | 8,216 | 4.28 |
| Total tons carried | 191,807 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|---|----------------|-----------------|
| Earnings—passenger—from local passengers | [\$136,308 09] | |
| From through passengers..... | [50,757 28] | |
| From excess baggage..... | [1,201 61] | |
| From all passengers..... | | \$ 188,266 98 |
| From express and baggage..... | | 23,000 00 |
| From mails | | 19,266 65 |
| Total earnings passenger department..... | | \$ 230,533 63 |
| Total passenger earnings in Colorado..... | | \$ 230,533 63 |
| Earnings per train mile [190,194 miles]..... | [\$1 21] | |
| Earnings per mile entire line..... | | \$ 715 61 |
| Earnings per mile in Colorado | | 715 61 |
| Earnings—freight—from local | [\$387,961 98] | |
| From through..... | [427,336 67] | |
| From other sources, freight department..... | [5,477 79] | |
| Total earnings freight department | | \$ 820,776 44 |
| Total freight earnings in Colorado | | \$ 820,776 44 |
| Earnings per train mile [557,087 miles]..... | [\$1 47] | |
| Earnings per mile entire line..... | | \$ 2,547 81 |
| Earnings per mile in Colorado..... | | 2,547 81 |
| Earnings per mile in mails, express and other sources | | 131 20 |
| Earnings per mile in mails, express and other sources in Colorado..... | | 131 20 |
| Total transportation earnings..... | | \$ 1,051,310 07 |
| Earnings per train mile run from all trains earning revenue [747,281 miles] | [\$1.41]..... | |
| Earnings per mile of road operated [322.15 miles]..... | [\$3,263 42] | |
| Proportion of earnings for Colorado. | | \$ 1,051,310 07 |
| Rents received for use of stations, etc..... | | 1,411 05 |
| Car mileage (credit balance) | | 16,964 90 |
| Earnings from all other sources | | 33,252 48 |
| Telegraph earnings..... | [\$1,696 85] | |
| Total earnings from all sources ... | | \$ 1,102,938 50 |
| Proportion of earnings for Colorado | | \$ 1,102,938 50 |

What per cent. are the earnings in Colorado of the earnings of the entire line. All.

Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 28.09 to 100.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS I—MAINTENANCE OF WAY AND BUILDINGS.

| | |
|---|---------------|
| Repairs of road-bed and track..... | \$ 205,869 10 |
| Renewal of rails..... | 1,482 69 |
| [Number tons laid, steel, 62 $\frac{7}{2}$ $\frac{0}{40}$] | |
| [Number tons laid, iron, 164 $\frac{1}{2}$ $\frac{1}{10}$] | |
| Renewal of ties..... | 28,137 57 |
| [Number laid, 106,971.] | |
| Track rental..... | 30,744 75 |
| Repairs of bridges, including culverts..... | 8,953 98 |
| Repairs of fences, road crossings and cattle guards..... | 3,005 89 |
| Repairs of buildings, stations and water tanks..... | 8,121 00 |
| Total..... | \$ 286,314 98 |

CLASS II—MAINTENANCE OF MOTIVE POWER AND CARS.

| | |
|--|---------------|
| Repairs of locomotives..... | \$ 138,885 88 |
| Repairs of air brakes..... | 6,980 61 |
| Repairs of passenger cars, including sleepers..... | 17,131 28 |
| Repairs of freight cars..... | 69,607 17 |
| Total..... | \$ 232,604 94 |

CLASS III—CONDUCTING TRANSPORTATION.

| | |
|--|---------------|
| Fuel for locomotives, engine-houses and shops..... | \$ 168,433 70 |
| Water supply..... | 9,346 35 |
| Oil and waste..... | 11,091 71 |
| Locomotive service..... | 147,482 88 |
| Passenger and freight train train service..... | 95,293 71 |
| Passenger and freight train supplies..... | 5,200 50 |
| Telegraph expenses and maintenance..... | 4,851 12 |
| Damage and loss of freight and baggage..... | 968 81 |
| Damages to property and cattle..... | 9,595 37 |
| Personal injuries..... | 8,191 83 |
| Agents and station service..... | 87,514 52 |
| Station supplies..... | 15,957 10 |
| Total..... | \$ 563,936 60 |

EXPENSES OF OPERATING THE ROAD.

(CONTINUED.)

| GENERAL EXPENSES AND TAXES. | |
|--|---------------|
| Salaries of general officers and clerks..... | \$ 3,841 72 |
| Legal expenses..... | 3,482 78 |
| Expenses of general offices..... | 1,862 19 |
| Stationery and printing..... | 9,334 85 |
| Outside agencies and advertising... .. | 23,273 52 |
| Contingencies... .. | 167 73 |
| Expenses of general offices at Boston and New York | 1,356 37 |
| Taxes in Colorado | 95,204 18 |
| Total | \$ 138,523 34 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------|
| Maintenance of way and buildings..... | \$ 286,314 98 |
| Maintenance of motive power and cars..... | 232,604 94 |
| Conducting transportation..... | 563,036 60 |
| General expenses, including taxes..... | 138,523 34 |
| Total operating expenses and taxes | \$ 1,220,479 86 |

Operating expenses and taxes per mile of road operated : [322.15 miles] \$ 3,787.56.

Operating expenses and taxes per train mile for trains earning revenue : [747,281 miles]
\$1.63.

Proportion of operating expenses and taxes for Colorado : \$1,220,479.86.

Percentage of expenses to earnings : 110.66 per cent.

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.
MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR — DECREASE. | NET EARNINGS | PERCENTAGE. |
|-----------------|-----------------|---------------|--------------------|-----------------|---------------------------|---------------|-------------|
| 1883. | | | | | | | |
| July | \$ 86,307 84 | \$ 36,152 79 | \$ 5,793 63 | \$ 128,254 26 | ..... | \$ 8,504 84 | ..... |
| August..... | 93,628 09 | 36,155 31 | 4,815 54 | 140,598 94 | ..... | 516 11 | ..... |
| September | 119,713 97 | 31,990 09 | 8,517 37 | 160,221 43 | ..... | 13,970 19 | ..... |
| October | 166,633 74 | 30,407 44 | 5,486 92 | 202,528 10 | ..... | 43,589 75 | ..... |
| November | 136,350 02 | 19,720 70 | 6,102 64 | 162,173 36 | ..... | 16,262 25 | ..... |
| December | 88,663 81 | 21,385 09 | 10,332 17 | 120,381 07 | ..... | 105,431 47 | ..... |
| 1884. | | | | | | | |
| January..... | 66,978 45 | 20,910 69 | 5,742 26 | 93,631 40 | ..... | 59,151 06 | ..... |
| February | 75,137 61 | 14,773 73 | 4,881 36 | 94,792 70 | ..... | 52,942 91 | ..... |
| March..... | 77,350 57 | 13,744 17 | 4,784 11 | 95,878 85 | ..... | 46,186 55 | ..... |
| April..... | 80,128 04 | 18,934 89 | 4,113 34 | 103,876 27 | ..... | 19,866 67 | ..... |
| May..... | 61,398 75 | 22,911 42 | 4,823 20 | 89,203 37 | ..... | 30,288 99 | ..... |
| June | 10,160 01 | 25,714 43 | 4,741 94 | 40,616 38 | ..... | 97,674 18 | ..... |
| Totals | \$ 1,068,450 90 | \$ 292,370 75 | \$ 70,834 48 | \$ 1,431,656 13 | ..... | \$ 328,698 69 | 122.96 |

| | | | | | | | | | |
|-----------------|-----------|---------------|---------------|--------------|-----------------|---|---------------|---------------|--------|
| July | 1884..... | \$ 85,516 31 | \$ 33,744 28 | \$ 7,456 66 | \$ 126,717 27 | — | \$ 1,536 99 | \$ 6,776 88 | ..... |
| August ..... | ..... | 88,566 10 | 23,862 19 | 5,454 01 | 117,882 30 | — | 22,716 64 | 25,086 38 | ..... |
| September ..... | ..... | 92,605 01 | 11,558 04 | 5,636 38 | 109,799 43 | — | 50,422 00 | 17,056 07 | ..... |
| October ..... | ..... | 100,499 77 | 17,651 07 | 5,100 44 | 123,251 28 | — | 79,276 82 | 34,471 03 | ..... |
| November ..... | ..... | 70,694 85 | 13,885 27 | 6,135 16 | 90,715 28 | — | 71,458 08 | 3,854 87 | ..... |
| December | 1885. | 78,085 33 | 15,969 98 | 14,465 80 | 108,521 11 | — | 12,176 43 | 70,417 85 | ..... |
| January ..... | ..... | 59,641 45 | 9,114 21 | 7,226 13 | 75,981 79 | — | 17,649 61 | 29,494 84 | ..... |
| February ..... | ..... | 44,782 20 | 9,163 54 | 5,670 61 | 59,616 35 | — | 34,676 35 | 30,441 76 | ..... |
| March ..... | ..... | 49,236 71 | 10,249 25 | 11,547 31 | 71,033 27 | — | 24,845 58 | 7,977 97 | ..... |
| April ..... | ..... | 63,821 53 | 15,794 91 | 7,439 72 | 87,056 16 | — | 16,820 11 | 7,618 53 | ..... |
| May ..... | ..... | 57,766 09 | 13,086 35 | 9,115 40 | 79,967 84 | — | 9,235 53 | 12,683 97 | ..... |
| June ..... | ..... | 29,561 09 | 14,187 89 | 8,647 44 | 52,396 42 | + | 11,780 04 | 53,679 49 | ..... |
| Totals ..... | ..... | \$ 820,776 44 | \$ 188,266 98 | \$ 93,895 08 | \$ 1,102,938 50 | — | \$ 329,034 10 | \$ 117,541 36 | 110.66 |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-85.

MONTHLY EXPENSES-ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | ± INCREASE OR — DECREASE. | EXCESS OF EXPENSES. | PER- CENT. AGE. |
|-----------------|-------------------------------|--------------|----------|-----------------|---------------------------------|------------------------|-----------------------|
| 1883. | | | | | | | |
| July | | | | \$ 119,749 42 | ..... | \$ 8,504 84 | ..... |
| August | | | | 140,082 83 | ..... | 516 11 | ..... |
| September | | | | 146,251 24 | ..... | 13,970 19 | ..... |
| October | | | | 158,938 35 | ..... | 43,889 76 | ..... |
| November | | | | 145,911 11 | ..... | 16,262 26 | ..... |
| December | | | | 225,812 54 | ..... | 105,431 47 | ..... |
| 1884. | | | | | | | |
| January | | | | 152,782 46 | ..... | 59,151 06 | ..... |
| February | | | | 147,235 61 | ..... | 52,942 91 | ..... |
| March | | | | 142,065 40 | ..... | 46,186 55 | ..... |
| April | | | | 123,742 94 | ..... | 19,866 67 | ..... |
| May | | | | 119,492 36 | ..... | 30,288 99 | ..... |
| June | | | | 138,290 56 | | 97,674 18 | |
| Totals | | | | \$ 1,760,354 82 | | \$ 328,698 69 | \$ 122 96 |

RAILROAD COMMISSIONER'S REPORT.

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[illegible]

GENERAL EXHIBIT.

| | |
|---|---------------------|
| Total earnings | \$ 1,102,938 50 |
| Total expenses, including taxes..... | 1,220,479 86 |
| Net earnings. (Deficit) | \$117,541 36 |
| Deficit in equipment written off..... | \$ 33,620 00 |
| Interest accruing during the year..... | 259,200 00 |
| Interest paid during the year..... | 127,450 00 |
| Interest paid during the year on account of the road in Colorado..... | 127,450 00 |
| Interest on funded debt..... | 259,200 00 |
| Interest paid on funded debt | 127,450 00 |
| Interest on floating debt..... | None |
| Dividends declared | None |
| Interest falling due during the year and not paid..... | 131,750 00 |
| Floating debt liquidated during the year | None |

INCOME ACCOUNT.

| | |
|--|------------------------|
| Income from earnings | \$ 1,102,938 50 |
| Income from other sources (accounts written off) | 4,508 25 |
| Total income from all sources for the year | \$ 1,107,446 75 |

GENERAL RECAPITULATION.

| | |
|---|------------------------|
| Total income | \$ 1,107,446 75 |
| Total operating expenses and taxes | 1,220,479 86 |
| Net income above operating expenses and taxes. (Deficit)..... | 113,033 11 |
| Gross income per train mile run [747,281 miles] | \$ 1.48 $\frac{1}{10}$ |

SURPLUS.

| | |
|--|---------------|
| Surplus at the commencement of the year..... | \$ 803,889 83 |
| Surplus at the close of the year. | 400,036 74 |
| The amount invested in railroad and other stocks | 70,500 00 |

Give the name of each company, and the number of shares owned in each of them, and the par value of shares :

| | |
|---|------------|
| 75 shares Denver Transit and Warehouse Company, at par..... | 7,500 00 |
| 900 shares Morrison Stone, Lime and Town Company, at par..... | 90,000 00 |
| 2,500 shares South Park Coal Company, at par..... | 250,000 00 |
| 150 shares Union Depot and Railroad Company, Denver, at par | 15,000 00 |

The amount of its own stock or bonds owned by the Company..... None

Amount absorbed in construction..... 144,531 39

Amount in material and balances from other roads and companies, etc 185,005 35

GENERAL BALANCE SHEET

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE DENVER, SOUTH PARK AND PACIFIC RAILROAD COMPANY.

| DEBITS. | AMOUNT. | CREDITS. | AMOUNT. |
|--------------------------------|------------------|-------------------------------|------------------|
| Cost of road and fixtures..... | \$ 12,747,291 38 | Capital stock..... | \$ 6,142,800 00 |
| Investments | 70,500 00 | Funded debt | 4,617,000 00 |
| Real estate..... | 42,336 68 | Accounts payable (balance)... | 1,700,291 32 |
| | | Income account..... | 400,036 74 |
| Total..... | \$ 12,860,128 06 | Total..... | \$ 12,860,128 06 |

STATISTICS OF TRAFFIC IN COLORADO.

Cannot furnish this prior to January 1, 1885, but will be able to furnish it for our next report.

BUSINESS AND RECEIPTS (JANUARY 1 TO JUNE 30, 1885.)

| STATIONS. | FREIGHT. | | | PASSENGERS. | | | TOTAL REVENUE. |
|--------------------|-----------------|----------------|-------------|--------------|------------|-----------|----------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM. | NUMBER TO. | REVENUE | |
| Platte Cañon..... | 644 | ..... | \$ 1,155 34 | 333 | ..... | \$ 399 26 | \$ 1,554 60 |
| Dome Rock..... | 1,377 | ..... | 2,667 77 | 93 | ..... | 105 40 | 2,173 17 |
| Buffalo Creek..... | 1,745 | ..... | 3,586 29 | 325 | ..... | 530 65 | 4,116 94 |
| Pine Grove..... | 4,305 | ..... | 10,329 76 | 347 | ..... | 780 22 | 11,109 98 |
| Estabrook..... | 359 | ..... | 665 12 | 56 | ..... | 140 15 | 805 37 |
| Bailey's..... | 1,109 | ..... | 3,207 43 | 97 | ..... | 287 25 | 3,494 68 |
| Grant..... | 185 | ..... | 455 38 | 54 | ..... | 114 05 | 569 43 |
| Webster..... | 495 | ..... | 1,527 67 | 136 | ..... | 387 93 | 1,915 60 |
| Kenosha..... | 3,527 | ..... | 9,649 26 | 46 | ..... | 167 95 | 9,817 21 |
| Jefferson..... | 1,239 | ..... | 4,407 06 | 214 | ..... | 604 33 | 5,011 39 |
| Como..... | 2,791 | ..... | 6,615 94 | 1,595 | ..... | 3,447 94 | 10,063 88 |
| Garos..... | 709 | ..... | 2,663 25 | 357 | ..... | 954 15 | 3,617 40 |
| Platte River..... | 161 | ..... | 626 91 | 49 | ..... | 171 00 | 797 91 |
| McGee's..... | 1 | ..... | 3 00 | 41 | ..... | 43 30 | 46 30 |
| Nathrop..... | 114 | ..... | 245 01 | 134 | ..... | 171 70 | 416 71 |
| Alpine..... | 40 | ..... | 122 71 | 52 | ..... | 67 45 | 190 16 |
| St. Elmo..... | 4,174 | ..... | 32,759 90 | 318 | ..... | 656 25 | 33,416 15 |

| | | | | | | | |
|-----------------------|--------|-------|------------|-------|-------|-----------|------------|
| Pitkin | 319 | ..... | 726 93 | 64 | ..... | 124 30 | 851 03 |
| Ohio City | 10 | ..... | 18 00 | 15 | ..... | 21 65 | 39 65 |
| Gunnison | 129 | ..... | 488 96 | 97 | ..... | 180 30 | 669 26 |
| Breckenridge | 337 | ..... | 1,832 19 | 909 | ..... | 3,659 74 | 5,491 93 |
| Dickey ..... | ..... | ..... | 1 00 | 44 | ..... | 34 90 | 35 90 |
| Kokomo | 190 | ..... | 260 45 | 114 | ..... | 219 04 | 479 49 |
| Leadville | 22,995 | ..... | 141,404 79 | 1,703 | ..... | 18,009 52 | 159,414 31 |
| Morrison | 10,514 | ..... | 9,430 62 | 1,454 | ..... | 1,305 82 | 10,736 44 |
| Fairplay | 280 | ..... | 1,760 41 | 693 | ..... | 1,959 65 | 3,720 06 |
| London Junction | 1,292 | ..... | 6,784 16 | 511 | ..... | 2,112 65 | 8,896 81 |
| Dillon | 129 | ..... | 628 93 | 115 | ..... | 394 30 | 1,023 23 |
| Baldwin | 341 | ..... | 493 56 | 37 | ..... | 45 15 | 538 71 |
| Buena Vista | 378 | ..... | 699 88 | 746 | ..... | 2,914 76 | 3,614 64 |
| Alicante ..... | ..... | ..... | 50 | 9 | ..... | 9 75 | 10 25 |
| Auraria ..... | ..... | ..... | ..... | 10 | ..... | 6 60 | 6 60 |
| Bear Creek ..... | ..... | ..... | ..... | 312 | ..... | 102 80 | 102 80 |
| Littleton ..... | ..... | ..... | ..... | 86 | ..... | 105 05 | 105 05 |
| Chatfield ..... | ..... | ..... | ..... | 5 | ..... | 3 05 | 3 05 |
| Wheatland ..... | ..... | ..... | ..... | 42 | ..... | 43 30 | 43 30 |
| Mill Gulch ..... | ..... | ..... | ..... | 6 | ..... | 6 15 | 6 15 |
| Deansbury ..... | ..... | ..... | ..... | 15 | ..... | 15 20 | 15 20 |
| South Platte ..... | ..... | ..... | ..... | 33 | ..... | 60 03 | 60 03 |

BUSINESS AND RECEIPTS—CONTINUED.

| STATIONS. | FREIGHT | | | PASSENGERS. | | |
|-------------------|--------------------|-------------------|----------|-------------|------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM | NUMBER TO. | TOTAL REVENUE. |
| Dawson..... | | | | 23 | ..... | 45 45 |
| Park Siding..... | | | | 4 | ..... | 3 57 |
| Morris..... | | | | 1 | ..... | 3 20 |
| Hildebrand..... | | | | 1 | ..... | 1 75 |
| Crosson..... | | | | 57 | ..... | 63 10 |
| Slaght's..... | | | | 23 | ..... | 58 30 |
| Meadows..... | | | | 23 | ..... | 49 05 |
| Hoosier..... | | | | 67 | ..... | 103 35 |
| Gilman's..... | | | | 105 | ..... | 61 85 |
| Lee's Siding..... | | | | 149 | ..... | 103 75 |
| Mt. Carbon..... | | | | 95 | ..... | 62 40 |
| Hay Ranch..... | | | | 4 | ..... | 3 00 |
| Arthur's..... | | | | 17 | ..... | 40 40 |
| Hill Top..... | | | | 5 | ..... | 7 25 |
| Divide..... | | | | 24 | | 33 40 |
| Charcoal..... | | | | 2 | | 90 |
| Schwander's..... | | | | 2 | | 90 |

RAILROAD COMMISSIONER'S REPORT.

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| | | | | | | |
|--------------------|--------|---------------|--------|-------|--------------|---------------|
| Hortense | | | 79 | | 71 30 | 71 30 |
| Summit | | | 1 | | 2 90 | 2 90 |
| Parlin's | | | 8 | | 8 90 | 8 90 |
| Baldwin Mine | | | 34 | | 32 80 | 32 80 |
| Half Way ..... | ..... | ..... | 6 | ..... | 4 30 | 4 30 |
| Boreas ..... | ..... | ..... | 20 | ..... | 79 80 | 79 80 |
| Farnham ..... | ..... | ..... | 64 | ..... | 194 28 | 194 28 |
| Dwyer's ..... | ..... | ..... | 8 | ..... | 5 70 | 5 70 |
| Bruncho ..... | ..... | ..... | 26 | ..... | 50 82 | 50 82 |
| Frisco ..... | ..... | ..... | 450 | ..... | 225 19 | 225 19 |
| Curtin ..... | ..... | ..... | 2 | ..... | 65 | 65 |
| Wheeler ..... | ..... | ..... | 12 | ..... | 22 50 | 22 50 |
| Robinson ..... | ..... | ..... | 127 | ..... | 212 88 | 212 88 |
| Climax ..... | ..... | ..... | 3 | ..... | 6 40 | 6 40 |
| Clifton ..... | ..... | ..... | 1 | ..... | 1 15 | 1 15 |
| Bird's Eye ..... | ..... | ..... | 14 | ..... | 6 40 | 6 40 |
| Lower Mine ..... | ..... | ..... | 838 | ..... | 1,399 95 | 1,399 95 |
| Keystone ..... | ..... | ..... | 2 | ..... | 25 05 | 25 05 |
| Totals | 59,889 | \$ 244,618 18 | 13,564 | ..... | \$ 43,355 18 | \$ 287,973 36 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR
ENDING JUNE 30, 1885.

KILLED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|--------------------------|------------------------------|-----------------------|--------------------------------------|-------------------------------|
| July 1, 1884 | John Gilfoy, laborer | Riverside | Jumped from car, stealing ride | Crushed by car wheels |
| September 24, 1884 | J. A. J. Shaw, laborer | Teachout | Fell off car, accidental | Crushed by car wheels |
| December 26, 1884 | Mike Dominco, laborer | Lower Mine, Como.. | Derailement, accidental.. .. | Body cr'd, Co. cens'd by jury |
| December 26, 1884 | Cozmo Dominco, laborer | Lower Mine, Como.. | Derailement, accidental.. .. | Body cr'd, Co. cens'd by jury |
| April 11, 1885 | Thomas Hodday, laborer | 2 miles east Wheeler | Fell from train, accidental | Body crushed by car wheels |
| April 16, 1885. | Charles Klaus, laborer | 1 mile east Wheeler.. | Knocked from train..... | Body crushed by car wheels |

INJURED.

| | | | | |
|--------------------|----------------------------------|------------|-----------------------------------|---------------------------------|
| July 2, 1884..... | G. Connor, fireman | Alpine .. | Engine tipped over, washout..... | Slight internal injuries |
| July 2, 1884..... | M. Cunningham, engineer.. .. | Alpine .. | Engine tipped over, washout..... | Knee cap bruised, left leg hurt |
| July 2, 1884..... | Mary Commiska, passenger.. .. | Alpine .. | Engine tipped over, washout..... |Slight bruise on knee |
| July 2, 1884..... | Annie Haicher, passenger..... | Alpine .. | Engine tipped over, washout..... | Slight bruises |
| July 6, 1884..... | A. J. Powers, machinest | Como .. | Getting out round-house pit | Wrench'd l't arm out of joint |
| July 13, 1884..... | Henry Meldrum, coal heaver | Gunnison.. | Lifting heavy timbers..... |Ruptured |

| | | | | |
|--------------------------|-----------------------------------|-----------------------------------|---|--|
| August 3, 1884 | Arthur Joslyn | Denver | Attempted to board moving train..... | Left arm crushed |
| August 7, 1884 | John Martin, coal heaver | Pine Grove | Fell off engine | Bruised left hip, head & body |
| August 8, 1884 | Mike Lyons, carpenter | { Br. Kokomo and Wheeler | Derailed push car..... | Left leg sprained |
| August 18, 1884 | Jos. H. Tallis, brakeman | Tunnell | Fell into engine pit | Broke finger |
| August 20, 1884 | Pat Cox, laborer | Dickey | Fell from flat car in motion | Right arm & shoulder b'k'n |
| September 4, 1884 | John Lamb, fireman | Platte Cañon | Slipped and fell from coal tank | Right ankle sprained |
| September 12, 1884 | W. H. English, carpenter | Gunnison | Fell into engine pit | 1 rib left side br'k, legs br'd |
| September 17, 1884 | M. Murphy, road master | Hortense | Fell from car of ties | Back hurt |
| November 8, 1884 | Barney Treynor, laborer | Bird's Eye | Fell while walking track | Broke right leg in two places |
| November 15, 1884 | F. A. Lovejoy, carpenter | Kokomo | Struck on neck by heavy timber | Head & neck bruised, ear cut |
| November 22, 1884 | W. G. Muer, carpenter | Denver | Hatchet slipped | Cut 2d & 3d fingers, left hand |
| December 4, 1884 | N. E. Parker, boarding boss | McGe | Runaway cars struck caboose | { Slight wound on head, shoulder and left knee. |
| December 7, 1884 | H. Johnson, carpenter | Kokomo | Adze slipped | Cut left leg |
| January 8, 1885 | George Hewitt, conductor | 1 mile east Como | Car upset, running into snow bank | Knee slightly sprained |
| January 10, 1885 | B. F. Smith, brakeman | Como | Fell from train | Hurt internally |
| January 10, 1885 | George S. Butler, brakeman | Kokomo | Coupling cars | Mashed right hand |
| January 13, 1885 | William Pitney, switchman | Denver | Fell from top of box car | Sprained left ankle |
| January 16, 1885 | J. Shankland, brakeman | Kenosha | Coupling cars | Bruised forefinger, left hand |
| January 24, 1885 | Andy Dooner, fireman | 2 1/2 miles west Como | Jumped from engine | Sprained right ankle & back |
| January 24, 1885 | George J. Bradley, engineer | 2 1/2 miles west Como | Engine tipped over | Bruised both legs |
| January 24, 1885 | J. H. Payne, fireman | 2 1/2 miles west Como | Engine tipped over | Right arm & left leg bruised |
| February 8, 1884 | A. F. Keith, brakeman | Breckenridge | Coupling cars | Nail mashed, finger left hand |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|-------------------------|--------------------------------|----------------------|---|---|
| February 26, 1885 .. | R. Stockton, boiler maker.. | Denver | Fell from engine..... | ..Three ribs broken, left side |
| March 1, 1885..... | Anna C. O'Hara, car cleaner... | Denver | Fell from washstand, ladies' closet.... | Sprai'd r't foot, br'd l't arm |
| February 21, 1885. | Samuel Lovely, machinist.. | Denver | Dropped heavy casting on foot..... | Mashed toe & instep, r't foot |
| March 10, 1885..... | J. H. Reid, conductor | Selkirk | Coupling engines | Chest injured |
| March 28, 1885..... | M. L. McKean, fireman | Littleton .. | Fell in getting off engine..... | Left shoulder dislocated |
| April 16, 1885..... | Joseph Consui, laborer..... | 1 mile west Wheeler. | Knocked off car by fall of snow..... | Scalp wound & face bruised |
| April 16, 1885..... | J. Halligan, laborer..... | Same as above | Same as above | ..Scalp wound and nose cut |
| April 16, 1885..... | C. S. Rhodes, laborer..... | Same as above..... | Same as above..... | Cut scalp, right arm bruised |
| April 16, 1885..... | James McMahon, fireman..... | Same as above | Same as above | Left shoulder dislocated |
| April 16, 1885..... | Milton Reed, laborer..... | Same as above..... | Same as above..... | { Bruise on chest, complains of deafness. |
| May 21, 1885..... | Henry Speck, machinist..... | Denver | Caught foot under engine frame..... | Bruised toes, left foot |
| May 19, 1885..... | M. O'Hara, fireman..... | Como | Thrust torch into smoke arch.explosion | Scorched face & right wrist |
| June 1, 1885..... | T. W. Cochran, carpenter..... | 1 mile east St. Elmo | Velocipede hand car jumped track.... | .. Left leg bruised |
| June 20, 1885 | J. Eckerman, laborer..... | Denver | Caught thumb under rail..... | Thumber's h'd badly, left hnd |
| June 29, 1885..... | P. McAlpine, laborer..... | Dome Rock..... | Caught foot under push car..... | { Sprained ankle, contusion of right foot |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|---------------------------------|------------------|----------|---------|------------------|-----------|---------|
| | Passen- gers. | Employés | Others. | Passen- gers. | Employés. | Others. |
| Derailements | | 2 | ..... | 2 | 6 | ..... |
| Collisions | | | | | | 1 |
| Coupling cars..... | | | | | 5 | ..... |
| Falling from trains | | 3 | ..... | 1 | 4 | ..... |
| Getting on and off trains | | | | | 3 | ..... |
| Miscellaneous..... | | | | | 17 | ..... |
| Overhead obstructions.. | | 1 | ..... | ..... | 4 | ..... |
| Totals..... | | 6 | ..... | 3 | 39 | 1 |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|--|----|
| Number of persons killed during the year | 6 |
| Number of persons injured during the year | 43 |
| Number of casualties purely accidental during the year | 30 |
| Number resulting from lack of caution, carelessness or misconduct..... | 18 |
| Number of tramps, or others stealing rides, killed or injured..... | 1 |

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT.

- July 2, 1884—Passenger. One mile east of Alpine ; derailment ; washout ; engine, coach and baggage car in ditch ; damage, \$600 ; three persons injured.
- July 6, 1884—Freight. Breckenridge ; side track accident ; defective brakes on car that was set out of train ; struck cars standing on siding ; damage, \$261.
- July 11, 1884—Freight. Dome Rock ; collision ; work train engine ran into and derailed caboose on freight train ; damage, \$65.00.
- September 6, 1884—Freight. Two miles south of Kenosha ; derailment ; broken center pin ; one car derailed ; damage, \$3.
- September 9, 1884—Passenger. Ohio City ; derailment ; open switch ; engine derailed ; damage, \$25.
- September —, 1884—Freight. Hill top ; derailment ; defective switch ; two engines derailed ; damage, \$103.75.

- October 10, 1884—Freight. Rocky Point; derailment; broken wheel; one car off track; damage, \$12.
- October 21, 1884—Freight. One mile east of Como; derailment; defective brakes; two cars derailed; damage, \$410.
- October 21, 1884—Freight. Broncho; collision; train parting; hind end ran back, and collided with following train; engine and one car damaged; damage, \$195.
- October 23, 1884—Freight. Alpine; derailment; train men lost control of cars switching; engine and two cars derailed; damage, \$780.
- November 3, 1884—Freight. Kokomo; derailment; broken rail; engine off track; damage, \$5.
- November 10, 1884—Freight. Boreas; derailment; misplaced switch; two cars off track; damage, \$4.
- November 11, 1884—Passenger. One-half mile west of Tunnell; derailment; rock on track; one pair trucks of baggage car derailed; damage, \$7.50.
- November 28, 1884—Freight. One-half mile west of Wheeler's; derailment; broken wheel; one pair trucks off track; damage, \$10.
- December 4, 1884—Freight. McGee's; switching accident; carelessness; brakes not applied, and cars allowed to run on siding until they struck cars in train standing on main track; damage, \$321.
- December 14, 1884—Freight. Hancock; derailment; open switch; one engine and one car derailed; damage, \$11.80.
- December 16, 1884—Freight. Tunnell; derailment; broken rail; engine off track; damage, \$19.25.
- December 16, 1884—Freight. Kokomo; derailment; track spread; damage, \$4.50.
- December 17, 1884—Freight. Tunnell; collision; engineer lost control of engine; damage, \$140.50.
- December 18, 1884—Freight. Tunnell; collision; ice on track, so that engine could not be handled properly; damage, \$78.
- December 19, 1884—Freight. Near Alpine; derailment; snow and ice on track; one car derailed; damage, \$9.
- December 20, 1884—Freight. Tunnel; collision; carelessness; flanger, one engine and one car derailed; damage, \$52.75.
- December 24, 1884—Freight. Five miles east of Leadville; derailment; frost raised the track causing rail to turn under engine; three engines derailed; damage, \$104.25.
- December 24, 1884—Freight. Kenosha; derailment; defective switch; engine off track; damage, \$2.
- December 25, 1884—Passenger. Schwanders; derailment; open switch; one pair trucks of coach off track; damage, \$12.
- December 28, 1884—Freight. Boreas; derailment; flanger knives caught on switch-rail; flanger derailed; damage, \$45.
- December 29, 1884—Work. Two miles east of Kokomo; derailment; snow and ice on track; one car derailed; damage, \$44.25.
- December 31, 1884—Freight. Two miles east of Breckenridge; derailment; snow and ice on track; one car derailed; damage, \$1.25.

- January 13, 1885—Freight. Como coal branch; derailment; snow and ice on track; damage, \$32.25.
- January 17, 1885—Freight. One-half mile west of Como; derailment; track spread; one engine left track and turned over, two others slightly damaged; damage, \$586; two persons injured.
- January 21, 1885—Freight. Wheatland; derailment; flanger knives struck guard rail, derailed flanger and caboose; damage, \$47.35.
- January 17, 1885—Meadows; train collided with hand-car; carelesseess, hand-car demolished; damage, \$72.50.
- January 24, 1885—Freight. Boreas; Hind end collision; snow storm; second section run into first section; damage, \$60.
- January 24, 1885—Freight. Three miles west of Como; derailment, snow and ice on track; two engines derailed; damage, \$677.25; three persons injured.
- February 10, 1885—Freight. Como coal branch; cars damaged on siding; cars left on siding too near main track and struck by passing train; damage, \$12.50.
- February 12, 1885—Freight. Como; derailment, stick of wood on track, caboose derailed; damage, \$8.
- February 14, 1885—Near Platte Cañon; derailment, snow and ice on track, engine derailed; damage, \$3.50.
- February 16, 1885—Freight. Como; derailment; open switch; one car derailed; damage, \$3.40.
- February 18, 1885—Freight. Como coal branch; cars damaged on siding, cars left on siding too near main track, struck by passing train; damage, \$41.25.
- February 24, 1885—Work. One-half mile west of Frisco, derailment, snow and ice on track; engine derailed; damage, \$15.
- February 26, 1885—Freight. Two miles west of Como; derailment; snow and ice on track; engine and snow plow derailed; damage, \$132.
- February 27, 1885—Freight. Two miles west of Como; derailment; snow and ice on track; engine derailed, damage, \$5.
- February 28, 1885—Freight. One-half mile east of Leadville; derailment; track raised by frost; engine and five cars derailed; damage, \$1.
- March 4, 1885—Freight. One mile west of Dickey; derailment; snow and ice on track; engine derailed; damage, \$2.
- March 6, 1885—Freight. One and a half miles east of Jefferson; derailment; snow and ice on track; two engines derailed; damage, \$72.
- March 10, 1885—Freight. Selkirk; hind end collision; snow, blockade and severe snow storm; one engine ran into rear end of another that was stuck in the snow; damage, \$470; one person injured.
- April 17, 1885—Freight. Kenosha; derailment; defective switch; engine derailed; damage, \$12.
- April 28, 1885—Freight. Buffalo; derailment; cause unknown; engine off track; damage, \$15.50.
- June 30, 1885—Work. Eight miles west of Parlin's; tail end collision; weeds on track, a light engine ran into a caboose attached to an extra; damage, \$24.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What Express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such Express company? Pacific Express Company

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run; by whom are they owned, and what charges are made in addition to regular passenger rates? Contract with Pullman Palace Car Company by which the Union Pacific Company acquired a three-fourths interest in the Pullman Palace cars running on its operated lines.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. No contract or arrangements with any company excepting the one mentioned in preceding article.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Colorado, and on what terms of service? \$19,266.65 per annum. The United States prescribes the rates pursuant to the terms of the Revised Statutes, sections 4001-5, subject to the deductions of 10 per cent. imposed by the act of July 12, 1876, and 5 per cent. imposed by the act of June 17, 1878.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$1,494.60.

TELEGRAPH.

How many miles of telegraph are owned by your Company in Colorado? 312 miles, owned jointly with Western Union Telegraph Company.

What other company, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own? 137 miles of poles owned by the Western Union Telegraph Company.

LANDS—CONGRESSIONAL GRANTS.

None.

Date of original charter of the road, and that of any road consolidated with it, and the names of the companies? June 14, 1873.

Are the bridges and trestles provided with guard rails? Yes

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in passenger train in Colorado? 2.9

Average number of cars in freight train in Colorado? 10.

Cost of all snow sheds and fences? \$16,632.00.

Cost of snow sheds and fences built during the year. \$1,478.40

Cost of repairs of snow sheds and fences during the year? \$3,136.17.

Cost of removing snow and ice from the track during the year? \$55,525.17.

Has your Company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

Rule 10. "The use of intoxicating drink by employes will be considered good cause for dismissal from the service." It is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No special rules covering examination for color blindness, but employes are tested on this point during examination on general rules.

Have you in use any cars provided with an automatic coupler? All passenger, mail, baggage and express cars have the Miller coupler.

Has your Company in contemplation the adoption of any kind of automatic coupler? Experiments are now being made with the Janney freight car coupler.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate and where located? None.

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

STATE OF NEBRASKA, }
COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Denver, South and Pacific Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June A. D. 1885, to the best of my knowledge and belief.

Signed, ERASTUS YOUNG,
[L. S.] *Auditor.*
OF R. R.

Subscribed and sworn to before me this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,
Notary Public.

Received and filed in the office of the Commissioner of Railroads this twelfth day of September, A. D. 1885.

HENRY FELKER,
Secretary.

REPORT

OF THE

Denver and Boulder Valley Railway Co.

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|----------------------|-------------------------|------------------------|
| President..... | John Pierce |Denver, Colorado |
| Vice-President | W. S. Chesseman.. |Denver, Colorado |
| Secretary..... | R. R. McCormick |Denver, Colorado |
| Treasurer | D. H. Moffat, Jr..... | Denver, Colorado |

| NAMES OF DIRECTORS* | POSTOFFICE ADDRESS | NAMES OF DIRECTORS | POSTOFFICE ADDRESS. |
|-----------------------|--------------------|--------------------|---------------------|
| S. M. Edgell ..... | ..... | John Pierce..... | ..... |
| D. H. Moffatt, Jr.... | Denver, Colo ... | T. F. Oakes..... | ..... |
| John D. Perry ..... | ..... | R. R. McCormick | ..... |
| W. S. Chesseman.... | Denver, Colo..... | ..... | ..... |

*NOTE—Elected May 6, 1878.

Executive Committee: None.

The road is operated by the Union Pacific Railway Company for the bondholders.

CAPITAL STOCK.

| | |
|---|---------------|
| Number of shares issued, 70,000. Amount paid in | \$ 700,000 00 |
| Total common stock issued..... | \$ 700,000 00 |

BONDED DEBT.

| | |
|---|---------------|
| First mortgage bonds date October 16, 1870, due November 1, 1900, rate of interest 7 per cent | \$ 550,000 00 |
| Total bonded debt..... | \$ 550,000 00 |

FLOATING DEBT.

| | |
|---|-----------------|
| Am't debt not secured by mortgage (not including unpaid interest on bonds) .. | \$ 48,105 18 |
| Total amount of paid-up stock and debt..... | \$ 1,298,105 18 |

COST OF ROAD.

(NO DATA.)

COST OF EQUIPMENT.

No equipment. Company uses that of the Colorado Central Railroad Company

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

| | |
|--|-----------|
| Depot grounds at Erie, Colorado..... | \$ 390 00 |
| Total for construction | \$ 390 00 |
| Net addition to property account for the year..... | \$ 390 00 |

DESCRIPTION OF ROAD.

| | MILES. | |
|---|----------------------|---------------------|
| | ENTIRE LINE. | LENGTH IN COLORADO. |
| Length of main line of road from Brighton, Colo., to Boulder City | 27 | 27 |
| Total length of main line and branches..... | 27 | 27 |
| Aggregate length of sidings and other track not above..... | 7.6 | 7.6 |
| Number of miles iron rail..... | 27 | 27 |
| Weight per yard, iron.....50 and 56 pounds. | | |
| Gauge of track..... | 4 feet 8½ inches. | |
| Number of miles of telegraph owned by this company...None. | | |
| Grade—maximum per mile..... | 52.8 feet. | |
| Longest maximum..... | 4,700 feet | |
| Curvature—shortest radius..... | 955.37 feet. | |
| Aggregate length of all radii..... | 43,339 feet. | |
| Aggregate length of tangents..... | 18 miles 4,181 feet. | |
| If any of the road was first opened for operation during the past year, state the date..... | None. | |
| Total miles of road operated by this Company... .. | 27 miles | |

STATIONS.

| | ENTIRE LINE. | IN COLORADO. |
|---|--------------|--------------|
| Number of stations on all roads owned by this company..... | 9 | 9 |
| Number of stations on all roads operated by this company..... | 9 | 9 |
| Number of "common points"..... | 2 | 2 |
| Number of telegraph offices in stations..... | 3 | 3 |

EMPLOYÉS.

Our records will not permit us to furnish this

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|---|-----|----------------------|
| Wooden trestle and pile | 53 | 1,637 feet |
| BOX CULVERTS IN COLORADO. | | |
| Timber..... | 5 | |
| Stone | 4 | |
| CATTLE GUARDS. | | |
| Number in Colorado | 55 | |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) | | 10,445 feet |

Give the average number of years the trestle and pile bridges last on your road in Colorado :
10 years.

Give the average number of years the wooden truss bridges last on your road in Colorado :
12 years

ROAD-BED AND TRACK IN COLORADO.

| | |
|---|---------|
| Number of track sections | 4 |
| Average length of sections | 7 miles |
| Average number of men in each section gang | 5 |
| Average number of ties per mile of road | 2,464 |
| Number of new ties laid in track during the year..... | 14,787 |
| Average number of new ties per mile of road | 530 |
| Average life of iron rails on main line | 6 years |
| Average life of ties | 4 years |
| Average life of joint fastenings | 8 years |
| Average life of frogs | 5 years |

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality :

Denver, Longmont and Northwestern at Canfield.

Colorado Central at Boulder.

Number of highway crossings at grade : 20.

FENCING IN COLORADO.

| | |
|---|-------------|
| How many miles of your road in Colorado are fenced? | 15 1/2 |
| What is the average cost per rod? | 75 cents |
| What is the total cost of same? | \$ 3,648 00 |

ROLLING STOCK.

Equipment furnished by the Union Pacific Railway Company

MILEAGE, TRAFFIC, ETC.

| | |
|---|--------|
| Miles run by passenger trains during the year | 21,089 |
| Miles run by freight trains during the year | 40,591 |
| Miles run by other trains during the year | 1,464 |
| Total train mileage | 63,056 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|-------------|
| Average number of cars in passenger trains | 2 |
| Average weight of passenger trains, exclusive of passengers | 94,834 lbs |
| Average number of cars in freight trains | 20 |
| Average weight of freight trains, exclusive of freight | 391,220 lbs |

PASSENGER TRAFFIC.

| | |
|---|--------------|
| Number of through passengers carried | 6,756 |
| Number of local passengers carried | 5,497 |
| Number of passengers carried east and south | 5,662 |
| Number of passengers carried west and north | 6,591 |
| Total number of passengers carried | 12,253 |
| Total passenger mileage, or passengers carried one mile | 278,775 |
| Average distance traveled by each passenger | 22.751 miles |
| Average amount received from each passenger | 94.9 cents |
| Average rate of fare per mile for all passengers | 4.169 cents |

FREIGHT TRAFFIC.

| | |
|--|------------|
| Number of tons of through freight carried..... | 100,830 |
| Number of tons of local freight carried..... | 89,942 |
| Total tons of freight carried | 190,772 |
| Total mileage of through freight (tons carried one mile) | 2,656,219 |
| Total mileage of local freight (tons carried one mile) | 1,815,094 |
| Total freight mileage, or tons carried one mile | 4,471,313 |
| Average rate per ton per mile received for through freight | 1.88 cents |
| Average rate per ton per mile received for local freight | 2.09 cents |
| Average rate per ton per mile to move all freight..... | 1.95 cents |

CAR MILEAGE.

| | |
|--|----------------|
| Number of miles run by loaded freight cars east and south..... | 358,636 |
| Number of miles run by loaded freight cars west and north | 41,761 |
| Number of miles run by empty freight cars east and south..... | 11,881 |
| Number of miles run by empty freight cars west and north..... | 270,233 |
| Total freight car mileage | 682,511 |
| Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south..... | 3.20 per cent |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 86.61 per cent |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado | 41.33 per cent |

SPEED OF TRAINS IN COLORADO.

Rate of speed of passenger trains, including stops, miles, 22.4 per hour.

Rate of speed of freight trains, including stops, miles, 11.2 per hour.

TONNAGE OF ARTICLES TRANSPORTED.

ALL IN COLORADO.

| | Tons. | Per Cent. |
|---|---------|-----------|
| Grain..... | 16,474 | 8.64 |
| Flour | 4,795 | 2.47 |
| Provisions (beef, pork, lard, etc.) | 47 | .02 |
| Animals..... | 165 | .09 |
| Other agricultural products | 2,158 | 1.13 |
| Iron, lead and mineral products | 2,387 | 1.25 |
| Lumber and forest products | 1,310 | .69 |
| Coal | 154,656 | 81.07 |
| Plaster, lime and cement..... | 168 | .08 |
| Salt..... | 31 | .02 |
| Petroleum and oil..... | 33 | .02 |
| Steel and castings..... | 223 | .12 |
| Stone and iron | 7,397 | 3.82 |
| Manufactures—Articles shipped from point of production .. | 28 | .01 |
| Merchandise and other articles not enumerated above | 1,080 | .56 |
| Total tons carried | 190,772 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|--|--------------|--------------|
| Earnings—Passenger—From local passengers. | [\$4,290 57] | |
| From through passengers | [7,292 22] | |
| From excess baggage | [41 67] | |
| From all passengers..... | | \$ 11,624 46 |
| From mails..... | | 1,302 25 |
| Total earnings passenger department | | \$ 12,926 71 |
| Total passenger earnings in Colorado..... | | \$ 12,926 71 |

ANALYSIS OF EARNINGS.

(CONTINUED.)

| | | |
|--|--------------|--------------|
| Earnings per train mile [21,689 miles] | [\$0 56] | |
| Earnings per mile entire line | | \$ 441 73 |
| Earnings per mile in Colorado | | 441 73 |
| Earnings—Freight—Total earnings freight department | | 83,811 33 |
| Total freight earnings in Colorado | | \$ 83,811 33 |
| Earnings per train mile [40,503 miles] | [\$2.07] | |
| Earnings per mile entire line | | \$ 3,104 12 |
| Earnings per mile in Colorado | | 3,104 12 |
| Earnings per mile in mails, express and other sources | | 48 23 |
| Earnings per mile in mails, express and other sources in Colorado | | 48 23 |
| Total transportation earnings | | \$ 96,738 04 |
| Earnings per train mile run from all trains earning revenue [61,592 miles] | [\$1 55] | |
| Earnings per mile of road operated [27 miles] | [\$3,545 85] | |
| Proportion of earnings for Colorado | | \$ 96,738 04 |
| Earnings from all other sources | | 55 90 |
| Telegraph earnings | [\$55 90] | |
| Total earnings from all sources | | \$ 96,793 94 |
| Proportion of earnings for Colorado | | \$ 96,793 94 |

Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 13 87 to 100

EXPENSES OF OPERATING

THE ROAD FOR THE YEAR.

CLASS I.—MAINTENANCE OF WAY AND BUILDINGS.

| | | |
|---|--|--------------|
| Repairs of road-bed and track | | \$ 14,085 90 |
| Renewal of rails | | 360 70 |
| [Number tons laid, iron 11 2918] | | |
| Renewal of ties | | 6,564 74 |
| [Number laid, 14,783.] | | |
| Repairs of bridges, including culverts | | 1,196 72 |
| Repairs of fences, road crossings and cattle guards | | 753 50 |
| Repairs of buildings, stations and water tanks | | 1,045 10 |
| Total | | \$ 24,906 87 |

EXPENSES OF OPERATING.

(CONTINUED.)

| | |
|--|--------------|
| CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS. | |
| Repairs of locomotives..... | \$ 6,266 01 |
| Repairs of air brakes..... | 165 09 |
| Repairs of passenger cars..... | 308 75 |
| Repairs of freight cars..... | 1,913 48 |
| Total..... | \$ 8,653 33 |
| CLASS III.—CONDUCTING TRANSPORTATION. | |
| Fuel for locomotives..... | \$ 9,722 60 |
| Water supply..... | 883 48 |
| Oil and waste..... | 530 34 |
| Locomotive service..... | 10,202 74 |
| Passenger and freight train service..... | 5,519 22 |
| Passenger and freight train supplies..... | 585 51 |
| Mileage of passenger and freight cars (debit balance)..... | 6,067 28 |
| Telegraph expenses and maintenance..... | 1 53 |
| Damage and loss of freight and baggage..... | 9 64 |
| Damages to property and cattle..... | 506 08 |
| Personal injuries..... | 128 35 |
| Agents and station service, including operators..... | 4,038 50 |
| Station supplies..... | 129 22 |
| Total..... | \$ 38,324 58 |

GENERAL EXPENSES AND TAXES.

| | |
|--|-------------|
| Salaries of general officers and clerks..... | \$ 2 25 |
| Legal expenses..... | 746 20 |
| Stationery and printing..... | 501 61 |
| Outside agencies and advertising..... | 2 00 |
| Contingencies..... | 50 00 |
| Total taxes..... | 7,238 52 |
| Total..... | \$ 8,540 58 |

RECAPITULATION OF EXPENSES.

| | |
|--|--------------|
| Maintenance of way and buildings..... | \$ 24,926 87 |
| Maintenance of motive power and cars..... | 8,653 33 |
| Conducting transportation..... | 38,324 58 |
| General expenses, including taxes..... | 8,540 58 |
| Total operating expenses and taxes..... | \$ 80,445 36 |
| Operating expenses and taxes per mile of road operated [27 miles]..... | \$ 2,979 46 |
| Operating expenses and taxes per train mile for trains earning revenue [61,592 miles]..... | 1 31 |
| Proportion of operating expenses and taxes for Colorado..... | \$ 80,445 36 |
| Percentage of expenses to earnings..... | 83.11 |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE. | NET EARNINGS | PERCENTAGE. |
|-----------------|--------------|--------------|--------------------|--------------|---------------------------|--------------|-------------|
| 1883. | | | | | | | |
| July.. | \$ 1,684 88 | \$ 1,580 86 | \$ 119 88 | \$ 3,385 62 | ..... | \$ 3,435 30 | ..... |
| August | 1,397 40 | 1,418 68 | 119 43 | 2,935 51 | ..... | 3,051 13 | ..... |
| September | 4,257 80 | 1,465 18 | 112 63 | 5,835 61 | ..... | 1,191 04 | ..... |
| October.. | 7,068 13 | 1,376 58 | 117 45 | 8,562 16 | ..... | 2,219 70 | ..... |
| November | 7,094 69 | 1,055 68 | 116 16 | 8,266 53 | ..... | 172 26 | ..... |
| December | 6,172 02 | 1,367 43 | 810 82 | 8,350 27 | ..... | 8,338 46 | ..... |
| 1884 | | | | | | | |
| January .. | 8,972 35 | 804 47 | 113 60 | 9,890 42 | ..... | 2,171 81 | ..... |
| February | 9,541 13 | 839 71 | 112 46 | 10,493 30 | ..... | 2,423 31 | ..... |
| March.. | 7,680 92 | 1,032 24 | 115 03 | 8,826 19 | ..... | 591 25 | ..... |
| April | 5,981 12 | 1,340 83 | 113 71 | 7,435 66 | ..... | 1,218 19 | ..... |
| May.. | 3,849 02 | 1,368 47 | 111 36 | 5,328 85 | ..... | 383 94 | ..... |
| June | 3,634 51 | 1,308 86 | 114 75 | 5,058 12 | ..... | 269 27 | ..... |
| Totals | \$ 67,333 97 | \$ 14,988 99 | \$ 2,077 28 | \$ 84,400 24 | ..... | 5,296 52 | ..... |

| 1884 | | 1885 | | 1886 | | 1887 | | 1888 | | 1889 | |
|-----------|--------------|--------------|-------------|------|--------------|------|--------------|------|-----------------|------|-------|
| July | 4,841 41 | \$ 1,145 23 | 113 73 | + | \$ 6,100 37 | + | \$ 2,714 75 | + | \$ 125 16 | | |
| August | 5,792 87 | 893 67 | 112 68 | + | 6,799 22 | + | 3,863 71 | + | 223 49 | | |
| September | 8,380 26 | 1,362 01 | 111 47 | + | 9,853 74 | + | 4,018 13 | + | 3,088 80 | | |
| October | 10,299 41 | 1,031 38 | 114 35 | + | 11,445 14 | + | 2,882 98 | + | 4,454 24 | | |
| November | 7,882 71 | 718 03 | 118 97 | + | 8,789 61 | + | 521 08 | + | 3,486 32 | | |
| December | 9,333 57 | 664 88 | 114 60 | + | 10,413 05 | + | 2,032 78 | + | 43 38 | | |
| January | 9,625 65 | 799 32 | 113 03 | + | 10,838 00 | + | 647 58 | + | 4,699 17 | | |
| February | 7,200 20 | 578 82 | 112 42 | - | 7,811 44 | - | 2,601 86 | - | 1,651 82 | | |
| March | 6,411 92 | 1,015 91 | 113 26 | - | 7,541 09 | - | 1,285 10 | - | 1,269 54 | | |
| April | 4,896 52 | 1,078 12 | 111 95 | - | 6,086 59 | - | 1,449 07 | - | 250 00 | | |
| May | 4,628 23 | 1,044 17 | 113 27 | + | 5,785 67 | + | 430 82 | + | 1,137 38 | | |
| June | 4,518 58 | 922 92 | 108 52 | + | 5,550 02 | + | 401 00 | + | 2,178 23 | | |
| Totals | \$ 83,811 33 | \$ 11,524 46 | \$ 1,358 15 | + | \$ 96,793 94 | + | \$ 12,393 70 | + | \$ 16,348 58 | | 16.89 |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR — DECREASE | PERCENT OF EXPENSES. | PERCENT- PAGE. |
|-----------------|-------------------------------|--------------|----------|--------------|--------------------------------|-------------------------|-------------------|
| 1883. | | | | | | | |
| July | | | | \$ 6,820 92 | ..... | \$ 3,435 30 | ..... |
| August | | | | 5,986 64 | ..... | 3,051 13 | ..... |
| September | | | | 4,644 57 | ..... | 1,101 04 | ..... |
| October | | | | 6,342 46 | ..... | 2,219 70 | ..... |
| November | | | | 8,440 70 | ..... | 172 26 | ..... |
| December | | | | 16,718 73 | ..... | 8,338 46 | ..... |
| 1884. | | | | | | | |
| January | | | | 7,718 61 | ..... | 2,171 81 | ..... |
| February | | | | 8,069 09 | ..... | 2,423 31 | ..... |
| March | | | | 8,234 94 | ..... | 501 25 | ..... |
| April | | | | 6,217 47 | ..... | 1,218 10 | ..... |
| May | | | | 5,712 79 | ..... | 353 94 | ..... |
| June | | | | 4,788 85 | ..... | 269 27 | ..... |
| Totals | | | | \$ 89,636 76 | ..... | \$ 5,296 52 | 102.72 |

| | | | | | |
|----------------------|--------------|-------|-------|--------------|-------|
| July..... 1884 | 5,975 21 | ..... | ..... | 125 16 | ..... |
| August..... | 7,022 71 | ..... | ..... | 223 49 | ..... |
| September..... | 5,864 94 | ..... | ..... | 3,988 80 | ..... |
| October..... | 6,996 96 | ..... | ..... | 4,454 24 | ..... |
| November..... | 5,303 29 | ..... | ..... | 3,486 32 | ..... |
| December..... | 10,456 43 | ..... | ..... | 43 38 | ..... |
| January..... | 5,838 83 | ..... | ..... | 4,099 17 | ..... |
| February..... | 6,239 62 | ..... | ..... | 1,651 82 | ..... |
| March..... | 6,271 55 | ..... | ..... | 1,269 54 | ..... |
| April..... | 5,850 59 | ..... | ..... | 256 00 | ..... |
| May..... | 6,423 65 | ..... | ..... | 1,137 38 | ..... |
| June..... | 7,728 24 | ..... | ..... | 2,178 22 | ..... |
| Totals..... | \$ 80,445 56 | ..... | ..... | \$ 16,348 58 | 83.11 |

GENERAL EXHIBIT.

| | |
|--|--------------|
| Total earnings | \$ 96,793 94 |
| Total expenses, including taxes | 80,445 36 |
| Net earnings | 16,348 58 |
| Interest accruing during the year | 38,500 00 |
| Interest paid during the year | None |
| Floating debt liquidated during the year (not including unpaid interest) | 15,958 58 |

INCOME ACCOUNT.

| | |
|---|--------------|
| Income from earnings | \$ 96,793 94 |
| Total income from all sources for the year..... | \$ 96,793 94 |

GENERAL RECAPITULATION.

| | |
|--|-----------------------|
| Total income | \$ 96,793 94 |
| Total operating expenses and taxes..... | 80,445 36 |
| Net income above operating expenses and taxes | 16,348 58 |
| Net income above operating expenses, taxes, interest and rental. Deficit | \$ 22,151 42 |
| Gross income per train mile run [61,592 miles] | \$ 1 57 $\frac{1}{8}$ |

GENERAL BALANCE SHEET,

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE DENVER
AND BOULDER VALLEY RAILROAD COMPANY.

The general books of this Company have not been turned over to the present officers, and no balance sheet can therefore be given.

| | |
|---|---------------|
| The capital stock account amounts to | \$ 700,000 00 |
| Funded debt, first mortgage 7 per cent. bonds | 550,000 00 |

STATISTICS OF TRAFFIC IN COLORADO.

(Cannot furnish this)

BUSINESS AND RECEIPTS.

| STATIONS. | FREIGHT. | | | PASSENGERS. | | |
|------------------|--------------------|-------------------|--------------|--------------------------|-------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM NUMBER TO | REVENUE. | TOTAL REVENUE. |
| Enc | 46,671 | ..... | \$ 38,775 74 | 1,222 | \$ 1,382 92 | \$ 39,459 73 |
| Vahmont | 862 | ..... | 760 00 | ..... | 126 51 | 560 51 |
| Dick ..... | ..... | ..... | ..... | ..... | 2 70 | 2 70 |
| St. Vrain ..... | ..... | ..... | ..... | 22 | 24 45 | 24 45 |
| Canfield's ..... | ..... | ..... | ..... | 72 | 54 65 | 54 65 |
| Clifton ..... | ..... | ..... | ..... | 31 | 36 70 | 36 70 |
| Totals | 51,031 | ..... | \$ 38,835 74 | 1,222 | \$ 1,600 00 | \$ 40,445 74 |

STATEMENT OF ACCIDENTS FOR COLORADO DURING THE YEAR ENDING
JUNE 30, 1885.

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|------------------------|------------------------------|---------------|----------------------------------|-----------------------------------|
| November 12, 1884..... | F. C. Smith, brakeman..... | Canfield..... | Coupling engine to car..... | Third finger right hand taken off |
| December 20, 1884..... | A. L. Conger, conductor..... | Boulder..... | Trying to step on snow plow..... | Sprained left ankle, bruised leg |
| January 10, 1885..... | John Rancy, laborer..... | Boulder..... | Coupling cars..... | 1st & 2d fingers left hand mashed |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|---------------------|------------------|-----------|---------|------------------|-----------|---------|
| | PASSEN- GERS. | EMPLOYÉS. | OTHERS. | PASSEN- GERS. | EMPLOYÉS. | OTHERS. |
| Coupling cars. | | | | | 2 | ..... |
| Miscellaneous. | | | | | 1 | ..... |
| Total. | | | | | 3 | ..... |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|--|------|
| Number of persons killed during the year | None |
| Number of persons injured during the year | 3 |
| Number resulting from lack of caution, carelessness or misconduct | 3 |

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT.

None.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

None.

SLEEPING CARS.

None.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Colorado, and on what terms of service? \$1,302.25. The United States prescribes the rates, pursuant to the terms of the Revised Statutes, sections 4001-5, subject to the deductions of 10 per cent. imposed by the act of July 12, 1876, and 5 per cent. imposed by the act of June 17, 1878.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$115 82.

TELEGRAPH.

How many miles of telegraph are owned by your company in Colorado? None.

What other company, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own? None.

LANDS—CONGRESSIONAL GRANTS.

None.

Date of original charter of road, and that of any road consolidated with it, and the names of the companies? Incorporated October 1, 1870. Leased October 19, 1870, to the Denver Pacific Railway and Telegraph Company for 99 years. Interest on bonds being defaulted, the road was turned over to the trustees in September, 1879, and has since been operated for them by the Union Pacific Railway Company.

Date when main line (giving termini and length) was put in operation? Completed to Boulder January 1, 1874. 27 miles.

Are the bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in passenger train in Colorado: Two.

Average number of cars in freight train in Colorado: Twenty.

Cost of all snow sheds and fences: \$739.

Cost of repairs of snow sheds and fences during the year: \$15 72.

Cost of removing snow and ice from the track during the year: \$72.01.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced? Rule 10; the use of intoxicating drink by employes will be considered good cause for dismissal from the service. It is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No special rules covering examination for color blindness, but employes are tested on this point during examination on general rules.

Have you in use any cars provided with an automatic coupler? All passenger and baggage cars have the Miller couplers.

Has your company in contemplation the adoption of any kind of automatic coupler? Experiments are being made with the Janney freight car coupler.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

Are you in any manner interested in either coal mines or stone quarries other than above specified? No.

STATE OF NEBRASKA, }
COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Denver and Boulder Valley Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said Company, on the thirtieth day of June, A. D. 1885, to the best of my knowledge and belief.

Signed,

ERASTUS YOUNG,

[L. S.]

Auditor.

OF R. R.

Subscribed and sworn to before me, this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads this twelfth day of December, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Denver and Middle Park Railroad Co.,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|----------------------|---------------------|----------------------|
| President | S. H. H. Clark..... |Omaha, Nebraska |
| Vice-President | T. L. Kimball..... |Omaha, Nebraska |
| Secretary | Vacancy ..... | ..... |
| Treasurer | Vacancy ..... | ..... |

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|---------------------|---------------------|---------------------|------------------------|
| S. H. H. Clark..... | Omaha, Nebraska.. | Godfrey McDonald.. |Chicago, Illinois |
| T. L. Kimball..... | Omaha, Nebraska.. | One vacancy ..... | ..... |
| T. M. Orr..... | Omaha, Nebraska.. | ..... | ..... |

| | |
|--------------------------|------|
| Executive committee..... | None |
|--------------------------|------|

CAPITAL STOCK.

Amount authorized by articles of association..... \$1,000,000 00

BONDED DEBT.

First mortgage bonds authorized, not issued..... \$ 400,000 00

Total bonded debt authorized..... \$ 400,000 00

COST OF ROAD.

| | |
|--|--------------|
| Cost of construction, entire line, completed to June 30, 1885..... | \$ 29,720 90 |
| Is your construction account closed?..... | No |
| If the road was not built by the present owners, state cost of road to them..... | \$ 29,720 90 |

DESCRIPTION OF ROAD.*

| | MILES. | |
|---|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Junction, near Ralston, to end of track..... | | 3.92 |
| Length of double track on main line | | None |
| Length of three-rail track on main line..... | | None |
| Total length of main line and branches | | 3.92 |
| Aggregate length of sidings and other track not above..... | | .22 |
| Aggregate length of track completed as single track, exclusive of sidings | | 3.92 |
| Number of miles of iron rail..... | | 3.92 |

[Weight per yard, iron, 35 pounds.]

Gauge of track, 3 feet.

Number of miles of telegraph owned by this company? None.

Grade—Maximum per mile, 11½ feet.

Longest maximum, 2,500 feet.

Curvature—Shortest radius, 573.69 feet.

Aggregate length of all radii, 9,475 feet.

Aggregate length of tangents, 2 miles 1,085 feet.

*Trains are only run when business demands.

STATIONS.

| | Entire Line. | In Colorado. |
|---|-----------------|-----------------|
| Number of stations on all roads owned by this company..... | 2 | 2 |
| Number of stations on all roads operated by this company..... | 2 | 2 |
| Number of "common points"..... | 1 | 1 |
| Number of telegraph offices in stations..... | None | |

EMPLOYÉS.

Our records will not permit us to furnish this.

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|------------------------------|-----|----------------------|
| Wooden trestle and pile..... | 4 | 192 feet |

BOX CULVERTS IN COLORADO.

| | |
|-------------|---|
| Timber..... | 6 |
| Stone..... | 1 |

CATTLE GUARDS.

| | |
|-------------------------|---|
| Number in Colorado..... | 7 |
|-------------------------|---|

BRIDGES BUILT

WITHIN THE YEAR IN COLORADO.

| LOCATION. | KIND | MATERIAL. | WHEN BUILT | LENGTH IN. FT. |
|----------------------------|--------------|-------------------|------------|-------------------|
| 2 miles from Ralston | Trestle..... | Eastern pine..... | Dec. 1884 | 48 |
| 3.6 miles from Ralston.... | Trestle..... | Eastern pine..... | Dec. 1884 | 48 |
| 3.8 miles from Ralston.... | Trestle..... | Eastern pine..... | Dec. 1884 | 48 |
| 4 miles from Ralston | Trestle..... | Eastern pine..... | Dec. 1884 | 48 |

Give the average number of years the trestle and pile bridges last on your road in Colorado: 10 years.

Give the average number of years that wooden truss bridges last on your road in Colorado: 12 years.

ROAD-BED AND TRACK IN COLORADO

| | |
|---|-------------|
| Number of track sections..... | One. |
| Average length of sections..... | 3.92 miles |
| Average number of men in each section gang | Three |
| Average number of ties per mile of road..... | 2,750. |
| Number of new ties laid in track during the year..... | 479 |
| Average number of new ties per mile of road | 120 |
| New rails laid in track during the year, steel..... | None |
| Average life of ties | Four years. |
| Average life of joint fastenings | Five years. |
| Average life of frogs..... | Six years. |

CROSSINGS IN COLORADO.

No railroad crosses this road.

Number of highway crossings at grade : Three

FENCING IN COLORADO.

None.

ROLLING STOCK.

Equipment furnished by Union Pacific Railway Company.

MILEAGE, TRAFFIC, ETC.

| | |
|--|-------|
| Miles run by passenger trains during the year..... | 16 |
| Miles run by freight trains during the year..... | 962 |
| Miles run by other trains during the year..... | 440 |
| Total train mileage..... | 1,418 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|------------|
| Average number of cars in freight trains | 3 |
| Average weight of freight trains, exclusive of freight..... | 36,837 lbs |

FREIGHT TRAFFIC.

| | |
|--|-------------|
| • Number of tons of local freight carried..... | 4,531 |
| Total tons of freight carried..... | 4,531 |
| Total mileage of local freight (tons carried one mile)..... | 18,458 |
| Total freight mileage, or tons carried one mile..... | 18,458 |
| Average rate per ton per mile received for local freight | 4.96 cents. |
| Average rate per ton per mile to move all freight..... | 4.96 cents. |

CAR MILEAGE.

| | |
|---|-------|
| Number of miles run by loaded freight cars east and south | 1,448 |
| Number of miles run by loaded freight cars west and north | 152 |
| Number of miles run by empty freight cars east and south .. | 20 |
| Number of miles run by empty freight cars west and north..... | 1,372 |
| Total freight car mileage .. | 2,992 |

Percentage of empty freight cars hauled east and south to all freight cars hauled east and south : 1.40 per cent.

Percentage of empty freight cars hauled west and north to all freight cars hauled west and north : 86.74 per cent.

Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado : 46.52 per cent.

TONNAGE OF ARTICLES TRANSPORTED.

ALL IN COLORADO.

| | Tons. | Per cent. |
|---|-------|-----------|
| Agricultural products..... | 1 | .02 |
| Lumber and forest products..... | 2 | .04 |
| Coal | 90 | 1.99 |
| Plaster, lime and cement | 674 | 14.87 |
| Steel and castings..... | 8 | .18 |
| Stone and brick..... | 3,723 | 82.17 |
| Merchandise and other articles not enumerated above | 33 | .73 |
| Total tons carried..... | 4,531 | 100 |

ANALYSIS OF EARNINGS.

| | |
|--|------------|
| Total earnings freight department | \$ 916 14 |
| Total freight earnings in Colorado | \$ 916 14 |
| Earnings per train mile [962 miles]..... | [\$0 94] |
| Total transportation earnings..... | \$ 916 14 |
| Earnings per train mile run from all trains earning revenue [962 miles] | [\$0 94] |
| Earnings per mile of road operated [3 92 miles]..... | [\$233 71] |
| Proportion of earnings for Colorado | \$ 916 14 |
| Total earnings from all sources | \$ 916 14 |
| Proportion of earnings for Colorado | \$ 916 14 |

What per cent. are the earnings in Colorado of the earnings of the entire line. All

EXPENSES OF OPERATING THE ROAD.

FOR THE YEAR.

CLASS I—MAINTENANCE OF WAY AND BUILDINGS.

| | |
|--|-------------|
| Repairs of road-bed and track..... | \$ 679 41 |
| Renewal of rails..... | 328 45 |
| [Number tons laid, iron, 19 ³⁰³ ₂₂₄₀] | |
| Renewal of ties..... | 196 11 |
| [Number laid, 479.] | |
| Repairs of fences, road crossings and signs..... | 62 17 |
| Repairs of buildings, stations and water tanks..... | 1 62 |
| Total..... | \$ 1,267 76 |

CLASS II—MAINTENANCE OF MOTIVE POWER AND CARS

| | |
|------------------------------|----------|
| Repairs of locomotives..... | \$ 43 08 |
| Repairs of freight cars..... | 52 54 |
| Total..... | \$ 95 62 |

CLASS III—CONDUCTING TRANSPORTATION.

| | |
|--|-----------|
| Fuel for locomotives..... | \$ 158 79 |
| Water supply..... | 7 30 |
| Oil and waste..... | 7 79 |
| Locomotive service..... | 175 53 |
| Passenger and freight train train service..... | 272 79 |
| Passenger and freight train supplies..... | 9 19 |
| Mileage of passenger and freight cars (debit balance)..... | 35 94 |
| Damages to property and cattle..... | 58 |
| Agents and station service..... | 193 11 |
| Total..... | \$ 861 02 |

GENERAL EXPENSES AND TAXES.

| | |
|------------------------------|----------|
| Stationery and printing..... | \$ 14 96 |
| Total..... | \$ 14 96 |

RECAPITULATION OF EXPENSES.

| | |
|--|-------------|
| Maintenance of way and buildings | \$ 1,267 76 |
| Maintenance of motive power and cars..... | 95 62 |
| Conducting transportation..... | 861 02 |
| General expenses, including taxes..... | 14 96 |
| Total operating expenses and taxes.. .. | \$ 2,239 36 |
| Operating expenses and taxes per mile of road operated [3 92 miles]..... | \$ 571 52 |
| Operating expenses and taxes per train mile for trains earning revenue [462 miles]..... | 2 33 |
| Percentage of expenses to earnings..... | 244 45 |

EARNINGS DURING THE HALF YEAR ENDING JUNE 30, 1885.
MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE. | NET EARNINGS. | PERCENTAGE. |
|----------------|-----------|-------------|--------------------|-----------|---------------------------|---------------|-------------|
| 1885. | | | | | | | |
| January | \$ 63 62 | ..... | ..... | \$ 63 62 | ..... | \$ 12 59 | ..... |
| February | 166 12 | ..... | ..... | 166 12 | ..... | 23 51 | ..... |
| March | 263 50 | ..... | ..... | 263 50 | ..... | 91 82 | ..... |
| April | 138 31 | ..... | ..... | 138 31 | ..... | 480 27 | ..... |
| May | 109 41 | ..... | ..... | 109 41 | ..... | 475 59 | ..... |
| June | 175 18 | ..... | ..... | 175 18 | ..... | 230 44 | ..... |
| Totals | \$ 916 14 | ..... | ..... | \$ 916 14 | ..... | \$ 1,323 22 | ..... |

EXPENSES DURING THE HALF YEAR ENDING JUNE 30, 1885.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE | GENERAL. | TOTAL. | INCREASE OR — DECREASE. | EXCESS OF EXPENSES | PER- CENT. AGE. |
|---------------|-------------------------------|-------------|----------|-------------|-------------------------------|-----------------------|-----------------------|
| 1885. | | | | | | | |
| January | | | | \$ 76 21 | ..... | \$ 12 59 | ..... |
| February .. | | | | 189 63 | ..... | 21 51 | ..... |
| March | | | | 355 32 | ..... | 91 82 | ..... |
| April | | | | 618 48 | ..... | 480 27 | ..... |
| May | | | | 585 00 | ..... | 475 59 | ..... |
| June | | | | 414 62 | ..... | 230 44 | ..... |
| Totals | | | | \$ 4,239 36 | ..... | \$ 1,323 22 | 244 45 |

GENERAL EXHIBIT.

| | |
|---|-------------------------|
| Total earnings | \$ 916 14 |
| Total expenses, including taxes | 2,239 36 |
| Net earnings..... | Deficit 1,323 22 |
| Interest accruing during the year | No bonds issued |

INCOME ACCOUNT.

| | |
|------------------------------------|-----------|
| Income from earnings | \$ 916 14 |
| Total income from all sources..... | \$ 916 14 |

GENERAL RECAPITULATION.

| | |
|---|----------------------------|
| Total income | \$ 916 14 |
| Total operating expenses and taxes | 2,239 36 |
| Net income above operating expenses and taxes..... | Deficit \$ 1,323 22 |
| Gross income per train mile run [962 miles] \$0 94. | |

GENERAL BALANCE SHEET

AT THE CLOSING OF ACCOUNTS, JUNE 30, 1885, OF THE DENVER AND MIDDLE PARK RAILROAD COMPANY.

| DEBITS. | AMOUNT. | CREDITS. | AMOUNTS. |
|----------------------|--------------|-----------------------|--------------|
| Construction | \$ 29,720 90 | Accounts payable..... | \$ 31,044 12 |
| Income account | 1,323 22 | | |
| Total | \$ 31,044 12 | | \$ 31,044 12 |

STATISTICS OF TRAFFIC IN COLORADO.

Cannot furnish this.

BUSINESS AND RECEIPTS.

JANUARY 1 TO JUNE 30, 1885.

| STATIONS | FREIGHT. | | | PASSENGERS | | | Total Revenue. |
|---------------|-----------------|----------------|------------|--------------|------------|----------|----------------|
| | Tons forwarded. | Tons received. | Revenue | Number from. | Number to. | Revenue. | |
| Glencoe | 4,335 | ..... | \$4,355 77 | 132 | ..... | \$ 57 67 | \$ 4,413 44 |

STATEMENT OF ACCIDENTS.

None.

TRAIN ACCIDENTS IN COLORADO.

None.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

None.

SLEEPING CARS.

None.

UNITED STATES MAIL.

No mail carried.

TELEGRAPH.

None.

Date of original charter of the road and that of any road consolidated with it, and the names of companies. Incorporated April 17, 1883.

Are the bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in freight train in Colorado: Three.

Cost of removing snow and ice from the track during the year: \$18 75.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

STATE OF NEBRASKA, }
COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Denver and Middle Park Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of my knowledge and belief.

Signed,

ERASTUS YOUNG,

[L. S.]

Auditor.

G. P. R. R.

Subscribed and sworn to before me, this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads, this twelfth day of December, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Greeley, Salt Lake & Pacific Railway Co.,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|-------------------------------|---------------------------|---------------------|
| President | Charles F. Adams, Jr..... |Boston, Mass. |
| Vice President | Elisha Atkins..... |Boston, Mass. |
| Secretary..... | Henry McFarland |Boston, Mass. |
| Treasurer | Henry McFarland |Boston, Mass. |
| General Manager..... | S. R. Callaway..... |Omaha, Neb. |
| General Superintendent..... | S. T. Smith |Omaha, Neb. |
| Chief Engineer..... | J. Blickensderfer..... |Omaha, Neb. |
| Superintendent of Telegraph.. | J. J. Dickey |Omaha, Neb. |
| Auditor | Erastus Young |Omaha, Neb. |
| General Passenger Agent | J. W. Morse |Omaha, Neb. |
| General Freight Agent..... | P. P. Shelby..... |Omaha, Neb. |
| General Solicitor | John F. Dillon |New York City |
| Land Commissioner | Leavitt Burnham |New York City |

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|------------------------|---------------------|---------------------|---------------------|
| Charles F. Adams..... | Boston, Mass | Erza H. Baker |Boston, Mass. |
| Elisha Atkins... .. | Boston, Mass..... | Sydney Dillon..... | New York City |
| Fred. L. Ames..... | Boston, Mass..... | S. Callaway..... |Omaha, Neb. |
| F. Gordon Dexter | Boston, Mass | | |

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RAILROAD COMMISSIONER'S REPORT.

Executive committeeNone
Date of annual election of directors.....Second Tuesday in April of each year
Location of general offices Boston, Mass.
Name and address of person to whom correspondence concerning this
report should be directed Henry McFarland, Sec'y and Treas., Boston, Mass., or
Erastus Young, Auditor, Omaha, Neb

CAPITAL STOCK.

| | |
|--|-----------------|
| Amount authorized by articles of association | \$ 3,000,000 00 |
| Number of shares issued, 8,085. Amount paid in | \$8,500 00 |
| Total common stock issued | \$ 808,500 00 |

BONDED DEBT.

| | |
|--|---------------|
| First mortgage bonds, date ———, due June 1, 1913; rate of interest 7 per cent | \$ 808,000 00 |
| Total bonded debt | \$ 808,000 00 |

COST OF ROAD.

| | |
|--|-----------------|
| Cost of construction, entire line | \$ 1,616,500 00 |
| Is your construction account closed? | No |
| The value of all other property owned by the corporation | \$ 9,671 86 |

DESCRIPTION OF ROAD.

| | MILES. | |
|--|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Greeley to Stout, Colo..... | 39 46 | 39 46 |
| BRANCHES: | | |
| From Boulder to Pennsylvania Gulch | 14 44 | 14 44 |
| Total length of main line and branches..... | 53 90 | 53 90 |
| Aggregate length of sidings and other track not above..... | 10 42 | 10 42 |
| Aggregate length of track computed as single track, exclusive of sidings..... | 53 90 | 53 90 |

DESCRIPTION OF ROAD.

(CONTINUED.)

| | | |
|--|-------------|-------|
| Number of miles of iron rail | 39.46 | 39.46 |
| Number of miles of steel rail..... | 14.44 | 14.44 |
| [Weight per yard, steel, 40 pounds] | | |
| [Weight per yard, iron, 56 pounds] | | |
| Gauge of track: 39.46 miles, 4 feet 8½ inches; 14.44 miles, 3 feet. | | |
| Number of miles of telegraph owned by this company: 39.46 owned by Union Pacific Railway Company; 14.44 jointly.. | | |
| Grade—Maximum per mile | 232 feet | |
| Longest maximum | 1,000 feet | |
| Curvature—Shortest radius | 206.7 feet | |
| Aggregate length of all radii..... | 73,601 feet | |
| Aggregate length of tangents..39 miles | 5,074 feet | |
| Total miles of road operated by this company..... | 53.90 | 53.90 |

STATIONS.

| | Entire Line. | In Colorado. |
|---|--------------|--------------|
| Number of stations on all roads owned by this company..... | 14 | 14 |
| Number of stations on all roads operated by this company..... | 14 | 14 |
| Number of "common points" | 3 | 3 |
| Number of telegraph offices in stations..... | 6 | 6 |

EMPLOYÉS.

Our records will not permit us to furnish this.

BRIDGES IN COLORADO.

| | NO | AGGREGATE LENGTH. |
|---|-----|----------------------|
| Wooden truss bridges | 5 | 275 feet |
| Wooden trestle and pile | 145 | 4,968 feet |
| BOX CULVERTS IN COLORADO. | | |
| Timber | 90 | |
| Stone | 15 | |
| CATTLE GUARDS. | | |
| Number in Colorado..... | 54 | |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | | 9,586 feet |
| Amount of piling used in renewals of wooden bridges during the year (lineal feet) | | 258 feet |

BRIDGES BUILT
WITHIN THE YEAR IN COLORADO.

| LOCATION. | KIND. | MATERIAL | WHEN BUILT. | LENGTH IN FEET. |
|-------------------------------|--------------|-----------------|----------------|--------------------|
| 22.8 miles from Greeley | Trestle..... | Eastern pine... | Feb. 1885 | 8 |
| La Porte..... | Trestle..... | Eastern pine... | Mar. 1885 | 24 |
| 1 mile from Stout. | Trestle..... | Eastern pine .. | Mar. 1885 | 7 |

Give the average number of years the trestle and pile bridges last on your road in Colo-
rado: 10 years.

Give the average number of years that wooden truss bridges last on your road in Colorado.
12 years.

ROAD-BED AND TRACK IN COLORADO.

| | |
|---|------------|
| Number of track sections | 7 |
| Average length of sections | 7.4 miles. |
| Average number of men in each section gang..... | 4 |
| Average number of ties per mile of road | 2,640 |

| | |
|--|-----------|
| Number of new ties laid in track during the year | 4,132 |
| Average number of new ties laid per mile of road | 80 |
| New rails laid on track during the year | None. |
| Average life of iron rails on main line | 6 years. |
| Average life of steel rails on main line | 8 years. |
| Average life of ties | 4 years. |
| Average life of joint fastenings | 10 years. |
| Average life of frogs | 5 years. |

CROSSINGS IN COLORADO.

What railroad crosses your road at grade, and at what locality? Colorado Central at Fort Collins.

Number of highway crossings at grade? Thirty-three.

Number of highway crossings under railroad? Seven.

FENCING IN COLORADO.

None.

ROLLING STOCK.

Equipment furnished by the Union Pacific Railway Company.

MILEAGE, TRAFFIC, ETC.

| | |
|---|--------|
| Miles run by passenger trains during the year | 40,119 |
| Miles run by freight trains during the year | 34,690 |
| Miles run by other trains during the year | 5,254 |
| Total train mileage | 80,063 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|-------------|
| Average number of cars in passenger trains | 2.6 |
| Average weight of passenger trains, exclusive of passengers | 87,441 lbs |
| Average number of cars in freight trains | 12.5 |
| Average weight of freight trains, exclusive of freight | 199,000 lbs |

PASSENGER TRAFFIC.

| | |
|---|--------------|
| Number of through passengers carried | 2,827 |
| Number of local passengers carried | 20,881 |
| Number of passengers carried east and south..... | 10,660 |
| Number of passengers carried west and north..... | 13,048 |
| Total number of passengers carried..... | 23,708 |
| Total passenger mileage, or passengers carried one mile | 424,969 |
| Average distance traveled by each passenger | 17.925 miles |
| Average amount received from each passenger..... | 76 5 cents |
| Average rate of fare per mile for all passengers | 4.266 cents |

FREIGHT TRAFFIC.

| | |
|--|------------|
| Number of tons of through freight carried | 16,196 |
| Number of tons of local freight carried | 42,183 |
| Total tons of freight carried | 59,379 |
| Total mileage of through freight (tons carried one mile)..... | 1,448,410 |
| Total mileage of local freight (tons carried one mile) | 487,104 |
| Total freight mileage, or tons carried one mile..... | 1,935,514 |
| Average rate per ton per mile received for through freight | 1.61 cents |
| Average rate per ton per mile received for local freight... .. | 4.38 cents |
| Average rate per ton per mile to move all freight..... | 2.30 cents |

CAR MILEAGE.

| | |
|--|---------|
| Number of miles run by loaded freight cars east and south..... | 184,860 |
| Number of miles run by loaded freight cars west and north..... | 31,028 |
| Number of miles run by empty freight cars east and south..... | 11,362 |
| Number of miles run by empty freight cars west and north..... | 138,071 |
| Total freight car mileage..... | 366,221 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south | 5.79 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north | 81.75 |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado | 41.05 |

SPEED OF TRAINS IN COLORADO.

Rate of speed of passenger trains, including stops, miles : 24 per hour.

Rate of speed of freight trains, including stops, miles : 9 per hour.

TONNAGE OF ARTICLES TRANSPORTED.

ALL IN COLORADO.

| | TONS. | PER CENT |
|---|--------|----------|
| Grain..... | 5,803 | 13.53 |
| Flour..... | 3,638 | 6.13 |
| Provisions (beef, pork, lard, etc.)..... | 71 | .12 |
| Animals..... | 471 | .76 |
| Other agricultural products..... | 1,480 | 2.49 |
| Iron, lead and mineral products..... | 1,391 | 2.34 |
| Lumber and forest products..... | 4,727 | 7.96 |
| Coal..... | 1,526 | 2.57 |
| Plaster, lime and cement..... | 62 | .11 |
| Salt..... | 5 | .01 |
| Petroleum and oil..... | 23 | .03 |
| Steel and castings..... | 373 | .54 |
| Stone and brick..... | 34,467 | 58.05 |
| Manufactures—Articles shipped from point of production..... | 78 | .13 |
| Merchandise and other articles not enumerated above..... | 3,105 | 5.23 |
| Total tons carried..... | 59,379 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|---|----------------|--------------|
| Earnings—passenger—from local passengers | [\$ 16,333 34] | |
| From through passengers..... | [1,680 44] | |
| From excess baggage..... | [113 55] | |
| From all passengers..... | | \$ 18,127 33 |
| From mails | | 2,755 97 |
| Total earnings passenger department..... | | \$ 20,883 30 |
| Total passenger earnings in Colorado..... | | \$ 20,883 30 |
| Earnings per train mile [40,119 miles] | [\$ 0 52] | |
| Earnings per mile entire line..... | | \$ 387 45 |
| Earnings per mile in Colorado | | 387 45 |
| Total earnings—freight department | | \$ 45,082 76 |
| Earnings per train mile [34,690 miles]..... | [\$ 1 30] | |
| Earnings per mile entire line..... | | \$ 836 41 |
| Earnings per mile in Colorado | | 836 41 |
| Earnings per mile in mails, express and other sources | | 51 13 |
| Earnings per mile in mails, express and other sources in Colorado..... | | 51 13 |
| Total transportation earnings | | \$ 65,966 06 |
| Earnings per train mile run from all trains earning revenue [74,802 miles] | [\$0.88] | |
| Earnings per mile of road operated [53.90 miles] | [\$1,223 86] | |
| Proportion of earnings for Colorado..... | | \$ 65,966 06 |
| Rents received for use of stations, etc..... | | 534 00 |
| Earnings from all other sources | | 620 63 |
| Telegraph earnings..... | [\$ 70 54] | |
| Total earnings from all sources..... | | \$ 67,120 69 |
| Proportion of earnings for Colorado..... | | \$ 67,120 69 |

What per cent are the earnings in Colorado of the earnings of the entire line.....All
Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 40.21
to 100.

EXPENSES OF OPERATING THE ROAD.

FOR THE YEAR.

| | |
|---|--------------|
| CLASS I.—MAINTENANCE OF WAY AND BUILDINGS. | |
| Repairs of road-bed and track | \$ 15,666 11 |
| Renewal of rails..... | 864 48 |
| [Number tons laid, iron, 36 $\frac{1680}{2240}$] | |
| Renewal of ties..... | 1,783 50 |
| [Number laid, 4,132] | |
| Repairs of bridges, including culverts.. | 2,669 07 |
| Repairs of fences, road crossings and cattle guards.. | 228 30 |
| Repairs of buildings, stations and water tanks | 1,087 65 |
| Total | \$ 22,299 11 |
| CLASS II—MAINTENANCE OF MOTIVE POWER AND CARS | |
| Repairs of locomotives..... | \$ 5,645 81 |
| Repairs of air brakes..... | 224 24 |
| Repairs of passenger cars | 666 37 |
| Repairs of freight cars..... | 1,337 64 |
| Total | \$ 7,874 06 |
| CLASS III.—CONDUCTING TRANSPORTATION | |
| Fuel for locomotives, engine house and shops | \$ 13,155 48 |
| Water supply..... | 246 41 |
| Oil and waste..... | 544 73 |
| Locomotive service..... | 13,731 29 |
| Passenger and freight train service | 8,214 10 |
| Passenger and freight train supplies..... | 516 49 |
| Mileage of passenger and freight cars (debit balance) | 5,394 38 |
| Telegraph expenses and maintenance | 2 93 |
| Damage and loss of freight and baggage | 2 42 |
| Damage to property and cattle..... | 1,047 85 |
| Personal injuries | 853 78 |
| Agents and station service, including operators | 4,745 37 |
| Station supplies..... | 259 55 |
| Total..... | \$ 49,214 78 |

GENERAL EXPENSES AND TAXES.

| | |
|--|--------------|
| Salaries of general officers and clerks..... | \$ 56 91 |
| Legal expenses..... | 959 50 |
| Stationery and printing..... | 870 91 |
| Outside agencies and advertising..... | 119 53 |
| Contingencies..... | 14 02 |
| Total taxes, all in Colorado..... | 17,043 45 |
| Total..... | \$ 19,064 32 |

RECAPITULATION OF EXPENSES.

| | |
|--|--------------|
| Maintenance of way and buildings | \$ 22,209 11 |
| Maintenance of motive power and cars..... | 7,874 06 |
| Conducting transportation..... | 49,214 78 |
| General expenses, including taxes | 19,064 32 |
| Total operating expenses and taxes | \$ 98,452 27 |
| Operating expenses and taxes per mile of road operated [53,900 miles] | \$1,826 57 |
| Operating expenses and taxes per train mile for trains earning revenue [74,809 miles]..... | \$ 1 32 |
| Proportion of operating expenses and taxes for Colorado..... | \$ 98,452 27 |
| Percentage of expenses to earning [146.68]. | |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.
MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE. | NET EARNINGS. | PER-CENT-AGE. |
|-----------------|--------------|--------------|--------------------|--------------|---------------------------|---------------|---------------|
| 1883 | | | | | | | |
| July | \$ 3,469 72 | \$ 2,047 71 | \$ 648 36 | \$ 6,185 79 | ..... | \$ 3,147 89 | ..... |
| August | 3,524 34 | 1,696 14 | 2,824 81 | 8,045 29 | ..... | 913 31 | ..... |
| September | 1,466 70 | 1,213 92 | 1,708 72 | 5,089 34 | ..... | 571 59 | ..... |
| October | 2,796 76 | 1,666 45 | 333 96 | 4,797 17 | ..... | 944 55 | ..... |
| November | 3,539 93 | 1,281 82 | 145 65 | 4,957 50 | ..... | 1,969 50 | ..... |
| December | 3,461 32 | 1,317 11 | 1,325 82 | 6,104 25 | ..... | 11,004 17 | ..... |
| 1884 | | | | | | | |
| January | 2,911 72 | 1,169 39 | 142 19 | 4,223 30 | ..... | 3,891 15 | ..... |
| February | 3,845 06 | 1,110 37 | 506 77 | 5,462 20 | ..... | 94 82 | ..... |
| March | 7,873 53 | 1,260 20 | 415 80 | 9,549 53 | ..... | 3,179 52 | ..... |
| April | 5,794 10 | 1,407 32 | 191 22 | 7,482 64 | ..... | 604 88 | ..... |
| May | 7,977 64 | 1,546 52 | 147 20 | 9,671 36 | ..... | 900 70 | ..... |
| June | 5,917 96 | 1,585 30 | 173 57 | 7,646 83 | ..... | 696 06 | ..... |
| Totals | \$ 52,608 88 | \$ 18,092 25 | \$ 8,564 67 | \$ 79,265 20 | ..... | \$ 15,929 26 | ..... |

EARNINGS DURING THE YEARS.

(CONTINUED.)

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | INCREASE OR DECREASE. | NET EARNINGS. | PERCENTAGE. |
|----------------|--------------|--------------|--------------------|--------------|-----------------------|---------------|-------------|
| 1884 | | | | | | | |
| July..... | 6,619 40 | 2,679 08 | 777 11 | 10,075 59 | + 3,889 80 | 2,587 40 | ..... |
| August..... | 6,348 85 | 2,128 26 | 222 30 | 8,700 41 | + 654 14 | 2,091 59 | ..... |
| September..... | 4,751 06 | 1,585 41 | 201 40 | 6,746 36 | + 1,657 52 | 287 63 | ..... |
| October..... | 2,706 31 | 1,661 87 | 200 96 | 4,569 14 | — 228 03 | 1,890 08 | ..... |
| November..... | 4,376 92 | 1,224 80 | 215 64 | 5,815 36 | + 857 86 | 283 03 | ..... |
| December..... | 3,432 83 | 1,014 59 | 244 74 | 4,892 16 | — 1,212 09 | 11,882 36 | ..... |
| 1885 | | | | | | | |
| January..... | 2,374 65 | 1,089 73 | 216 41 | 3,680 79 | — 542 51 | 4,332 04 | ..... |
| February..... | 1,971 33 | 964 30 | 230 01 | 3,165 64 | — 2,296 56 | 4,183 62 | ..... |
| March..... | 1,933 51 | 1,330 30 | 778 50 | 4,042 31 | — 5,507 22 | 5,277 22 | ..... |
| April..... | 2,604 36 | 1,289 74 | 258 17 | 4,152 27 | — 3,330 37 | 2,114 21 | ..... |
| May..... | 4,006 54 | 1,471 16 | 309 43 | 5,807 13 | — 3,864 23 | 3,161 17 | ..... |
| June..... | 3,748 10 | 1,488 09 | 237 82 | 5,474 01 | — 2,222 82 | 2,858 47 | ..... |
| Totals..... | \$ 45,082 76 | \$ 18,127 33 | \$ 3,910 60 | \$ 67,120 69 | — 12,144 51 | \$ 31,331 58 | ..... |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | INCREASE OR DECREASE. | EXCESS OF EX- PENSES. | PERCENT- AGE. |
|-----------------|-------------------------------|--------------|----------|--------------|-----------------------------|--------------------------|------------------|
| 1883. | | | | | | | |
| July | | | | \$ 9,333 68 | ..... | \$ 3,147 80 | ..... |
| August | | | | 7,131 98 | ..... | 913 31 | 87.79 |
| September | | | | 5,660 93 | ..... | 571 59 | ..... |
| October | | | | 5,741 72 | ..... | 944 55 | ..... |
| November | | | | 6,927 06 | ..... | 1,969 56 | ..... |
| December | | | | 17,708 42 | ..... | 11,604 17 | ..... |
| 1884. | | | | | | | |
| January | | | | 8,114 45 | ..... | 3,821 15 | ..... |
| February | | | | 5,557 02 | ..... | 94 82 | ..... |
| March | | | | 6,370 01 | ..... | 3,179 52 | 65.59 |
| April | | | | 6,877 76 | ..... | 604 88 | 91.91 |
| May | | | | 8,770 66 | ..... | 900 70 | 90.66 |
| June | | | | 7,000 77 | ..... | 606 06 | 90.95 |
| Totals | | | | \$ 95,194 46 | ..... | \$ 15,949 46 | 130.10 |

EXPENSES DURING THE YEARS.

(CONTINUED.)

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE | GENERAL. | TOTAL. | + INCREASE OR — DECREASE. | EXCESS OF EX- PENSES. | PERCENT- AGE. |
|-----------------|-------------------------------|-------------|----------|--------------|---------------------------------|--------------------------|------------------|
| 1884 | | | | | | | |
| July..... | | | | \$ 7,488 19 | — 1,845 49 | 2,587 40 | 74.32 |
| August | | | | 6,638 84 | — 523 14 | 2,000 59 | 75.96 |
| September | | | | 6,463 23 | — 807 30 | 278 63 | 95.88 |
| October | | | | 6,465 22 | — 723 50 | 1,896 08 | ..... |
| November | | | | 6,098 39 | — 828 67 | 283 03 | ..... |
| December | | | | 16,774 52 | — 933 90 | 11,882 36 | ..... |
| 1885 | | | | | | | |
| January | | | | 8,012 83 | — 101 62 | 4,332 04 | ..... |
| February | | | | 7,649 26 | + 2,092 24 | 4,493 62 | ..... |
| March | | | | 9,319 53 | + 2,949 52 | 5,277 22 | ..... |
| April | | | | 6,266 48 | — 611 28 | 2,114 21 | ..... |
| May | | | | 8,965 30 | + 197 64 | 3,161 17 | ..... |
| June..... | | | | 8,332 48 | + 1,331 71 | 2,858 47 | ..... |
| Totals..... | | | | \$ 98,452 27 | + 3,257 81 | \$ 31,331 58 | 146.68 |

GENERAL EXHIBIT.

| | |
|--|--------------------------|
| Total earnings..... | \$ 67,120 69 |
| Total expenses, including taxes | 98,452 27 |
| Net earnings..... | Deficit 31,331 58 |
| Interest accruing during the year..... | 56,560 00 |
| Interest paid during the year: None..... | |
| Interest falling due during the year and not paid..... | 56,560 00 |

INCOME ACCOUNT.

| | |
|---|--------------|
| Income from earnings | \$ 67,120 69 |
| Total income from all sources for the year..... | \$ 67,120 69 |

GENERAL RECAPITULATION.

| | |
|---|--------------------------|
| Total income..... | \$ 67,120 69 |
| Total operating expenses and taxes | 98,452 27 |
| Net income above operating expenses and taxes | Deficit 31,331 58 |
| Net income above operating expenses, taxes, interest and rental... Deficit | 87,891 58 |

Gross income per train mile run [74,800 miles] 89.7 cents.

GENERAL BALANCE SHEET

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE GREELEY, SALT LAKE AND PACIFIC RAILWAY COMPANY.

| DEBITS | | CREDITS | |
|--------------------------------|------------------------|-----------------------|------------------------|
| Cost of road and fixtures..... | \$ 1,616,500 00 | Capital stock..... | \$ 808,500 00 |
| Stone quarry. | 9,671 86 | Funded debt..... | 808,000 00 |
| Income account..... | 164,627 40 | Accounts payable..... | 174,299 26 |
| | <u>\$ 1,790,799 26</u> | | <u>\$ 1,790,799 26</u> |

STATISTICS OF TRAFFIC IN COLORADO.

(Cannot furnish this.)

BUSINESS AND RECEIPTS.

| STATIONS. | FREIGHT. | | | PASSENGERS. | | | |
|------------------|--------------------|-------------------|--------------|--------------|------------|-------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM. | NUMBER TO. | REVENUE. | TOTAL REVENUE. |
| Windsor | 667 | ..... | \$ 3,684 98 | 573 | ..... | \$ 467 82 | \$ 4,152 80 |
| Stout | 6,482 | ..... | 14,453 40 | 98 | ..... | 66 80 | 14,520 20 |
| Gold Hill | 522 | ..... | 1,367 86 | 1,030 | ..... | 904 29 | 2,272 15 |
| Sunset | 374 | ..... | 1,009 78 | 162 | ..... | 178 90 | 1,188 68 |
| Hotchkiss ..... | ..... | ..... | ..... | 30 | ..... | 13 80 | 13 80 |
| La Porte ..... | ..... | ..... | ..... | 4 | ..... | 2 10 | 2 10 |
| Oredel ..... | ..... | ..... | ..... | 67 | ..... | 15 80 | 15 80 |
| Langdale ..... | ..... | ..... | ..... | 2 | ..... | 80 | 80 |
| Crisman ..... | ..... | ..... | ..... | 304 | ..... | 120 10 | 120 10 |
| Sugar Loaf ..... | ..... | ..... | ..... | 47 | ..... | 27 10 | 27 10 |
| Totals | 8,045 | ..... | \$ 20,516 02 | 2,257 | ..... | \$ 1,797 51 | \$ 22,313 53 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR
ENDING JUNE 30, 1885.

KILLED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|----------------------|--------------------------|---|--|-------------------------------|
| August 28, 1885..... | Alex McLeod | One and three-quarter miles east of Windsor, Colorado | Car which was used as a sleeping car by the circus employees, caught fire while in moving train. Owners of circus censured by coroner's jury | All burned to death with car. |
| August 28, 1885..... | Thomas McCarty | | | |
| August 28, 1885..... | John Kelly | | | |
| August 28, 1885..... | Thomas Silverthorn | | | |
| August 28, 1885..... | Samuel Morris..... | | | |
| August 28, 1885..... | Andy | | | |
| August 28, 1885..... | Frank..... | | | |
| August 28, 1885..... | Frenchy..... | | | |
| August 28, 1885..... | Smithy..... | | | |
| August 28, 1885..... | George | | | |

Names of last five unknown They were known and called by their companions as above. The car was owned by Anglo-American Circus Company.

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|-----------------------|-------------------------------|---------------|---|---|
| August 29, 1884. | J. P. Rogerson, laborer..... | Stout..... | Fell off flat car..... | Sprained right ankle |
| April 7, 1885 | R. L. Cornwall, laborer..... | Stout..... | Tried to stop push car..... | Left foot crushed |
| May 23, 1885..... | F. Lindquist, passenger | Greeley | Jumped from moving train while drunk... | { Contusion of back and abdomen, hip and arm cut. |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|---------------------------|------------------|----------|---------|------------------|----------|---------|
| | Passen- gers. | Employés | Others. | Passen- gers. | Employés | Others. |
| Falling from trains ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| Miscellaneous..... | 10 | ..... | ..... | ..... | 2 | ..... |
| Totals | 10 | ..... | ..... | 1 | 2 | ..... |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|--|----|
| Number of persons killed during the year | 10 |
| Number of persons injured during the year | 3 |
| Number of casualties purely accidental during the entire year | 1 |
| Number resulting from lack of caution, carelessness or misconduct..... | 11 |
| Number of persons injured while intoxicated..... | 1 |

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT.

Whether attended by injury to persons or not; give date and place of accident if passenger or freight train; nature and cause; particulars and extent of injury to train; number killed and number injured.

August 28, 1884--One and three-quarters miles east of Windsor, Colorado; circus train; fire; car used by circus employés as sleeper took fire in moving train and burned to trucks; ten men burned to death and nine others more or less injured; car owned by Anglo American Circus Company; Circus Co. censured by Coroner's jury.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

None.

SLEEPING CARS.

None.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Colorado, and on what terms of service? \$2,755 97 per

annum. The United States prescribes the rates pursuant to the terms of the Revised Statutes, sections 4001-5, subject to the deductions of 10 per cent. imposed by the act of July 12, 1876, and 5 per cent. imposed by the act of June 17, 1872. This allowance is not deemed sufficient nor lawful by this railway company.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$72.00.

TELEGRAPH.

How many miles of telegraph are owned by your company in Colorado? Twenty-eight miles, owned jointly with Western Union Telegraph Company.

What other company, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own? None.

LANDS—CONGRESSIONAL GRANT.

(None.)

Date of original charter of the road and that of any road consolidated with it and the names of the companies? Incorporated January 17, 1881.

Date when main line (giving termini and length) was put in operation? July, 1882; 53.90 miles.

Are the bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in passenger train in Colorado: 2.6

Average number of cars in freight train in Colorado: 12.5

Cost of all snow sheds and fences: \$ 1,759.00.

Cost of repairs of snow sheds and fences during the year: \$ 207.94.

Cost of removing snow and ice from the track during the year: \$ 275.15.

Has your Company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

Rule 10. "The use of intoxicating drink by employes will be considered good cause for dismissal from the service." It is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No special rules. Employes are tested.

Have you in use any cars provided with an automatic coupler? Passenger, mail, baggage and express cars have the Miller couplers.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

STATE OF NEBRASKA, }
COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Greeley, Salt Lake and Pacific Railway Company, being duly sworn, depose and say, that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said Company on the thirtieth day of June A. D. 1885, to the best of my knowledge and belief.

Signed,

ERASTUS YOUNG,

[L. S.]
OF R. R.

Auditor.

Subscribed and sworn to before me this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,

Notary Public.

Received and filed in the office of the Commissioner of Railroads this twelfth day of December, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Georgetown, Breckenridge & Leadville Railway Company,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|------------------------------------|----------------------------|---------------------|
| President | Vacancy at this date ..... | ..... |
| Secretary | Henry McFarland |Boston, Mass. |
| Treasurer | Henry McFarland |Boston, Mass. |
| General Manager | S. R. Callaway |Omaha, Neb. |
| General Superintendent | S. T. Smith |Omaha, Neb. |
| Chief Engineer | J. Blickensderfer |Omaha, Neb. |
| Superintendent of Telegraphs | J. J. Dickey..... |Omaha, Neb. |
| Auditor | Erastus Young..... |Omaha, Neb. |
| General Passenger Agent | J. W. Morse..... |Omaha, Neb. |
| General Freight Agent..... | P. P. Shelby..... |Omaha, Neb. |
| General Solicitor | John F. Dillon..... |New York City |
| Land Commissioner | Leavitt Burnham |Omaha, Neb. |

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS | NAMES OF DIRECTORS | POSTOFFICE ADDRESS. |
|------------------------|--------------------|---------------------|---------------------|
| Charles F. Adams, Jr. | Boston, Mass..... | Sidney Dillon |New York City |
| Elisha Atkins..... | Boston, Mass | S. R. Callaway..... |Omaha, Neb. |
| Fred'k L. Ames | Boston, Mass..... | E. Dickinson..... |Denver, Colo. |
| F. Gordon Dexter | Boston, Mass..... | ..... | ..... |

Executive Committee.....None yet elected
 Date of annual election of officers.....None yet fixed
 Location of general offices..... Boston, Mass.
 Name and address of person to whom correspondence concerning this
 report should be directed..... Henry McFarland, Sec'y and Treas , Boston Mass.,
 or Erastus Young, Auditor, Omaha, Neb.

CAPITAL STOCK.

Amount authorized by articles of incorporation \$ 2,700,000 00

FLOATING DEBT.

Amount of debt not secured by mortgage \$ 6,952 92

COST OF ROAD.

Cost of construction, entire line..... \$ 428,380 81
 Is your construction account closed? No

COST OF EQUIPMENT.

Colorado Central equipment is used on the road.

DESCRIPTION OF ROAD.

| | MILES. | |
|--|-----------------|------------------------|
| | ENTIRE LINE. | LENGTH IN COLORADO. |
| Length of main line from Georgetown to Bakerville, Colo | 8.47 | 8 47 |
| Total length of main line and branches..... | 8.47 | 8 47 |
| Aggregate length of sidings and other track not above..... | 1.1 | 1 1 |
| Aggregate length of track computed as single track, exclusive of sidings..... | 8 47 | 8 47 |
| Number of miles of iron rail | 20 | 20 |

DESCRIPTION OF ROAD.

(CONTINUED.)

| | MILES. | |
|---|--------------|---------------------|
| | ENTIRE LINE. | LENGTH IN COLORADO. |
| Number of miles of steel rail..... | 8.27 | 8.27 |
| [Weight per yard, steel, 50 lbs.] | | |
| [Weight per yard, iron, 40 lbs.] | | |
| Gauge of track, 3 feet. | | |
| Number of miles of telegraph owned by this company: 6.5 miles owned jointly with Western Union Telegraph Co. | | |
| Grade—maximum per mile..... | | 190 feet |
| Longest maximum | | 2,600 feet |
| Curvature—shortest radius | | 193.2 feet |
| Aggregate length of all radii..... | | 19,113 feet |
| Aggregate length of tangents..... | | 4 miles, 4,493 feet |
| If any of the road was first opened for operation during the past year state the date..... | | None |
| Total miles of road operated by this Company..... | 8.47 | 8.47 |

STATIONS.

| | ENTIRE LINE. | IN COLO- RADO. |
|---|--------------|-------------------|
| Number of stations on all roads owned by this company..... | 3 | 3 |
| Number of stations on all roads operated by this company..... | 3 | 3 |
| Number of "common points" | 1 | 1 |
| Number of telegraph offices in stations | 2 | 2 |

EMPLOYÉS.

Our records do not enable us to furnish this

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|--|-----|-------------------|
| Wooden truss bridges..... | 13 | 930 feet |
| Iron bridges | 1 | 300 feet |
| Wooden trestle and pile..... | 30 | 760 feet |
| BOX CULVERTS IN COLORADO. | | |
| Timber..... | 17 | |
| CATTLE GUARDS. | | |
| Number in Colorado..... | 10 | |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) | | 64 feet |

BRIDGES BUILT WITHIN THE YEAR IN COLORADO.

| LOCATION. | Kind. | Material. | When built. | Length in feet. |
|-----------------------------------|-----------|-------------------|----------------|-----------------|
| Silver Plume..... | Trestle.. | Stone and pine... | August, 1884 | 8 feet |
| One mile west of Silver Plume.. | Trestle.. | Stone and pine... | August, 1884 | 9 feet |
| 3.6 miles east of Idaho Springs.. | Trestle.. | Pine | Sept., 1884... | 16 feet |

Give the average number of years the trestle and pile bridges last on your road in Colorado :
10 years

Give the average number of years that wooden truss bridges last on your road in Colorado :
12 years.

ROAD-BED AND TRACK IN COLORADO.

| | |
|---|---------|
| Number of track sections | 2 |
| Average length of sections | 4 miles |
| Average number of men in each section gang..... | 4 |
| Average number of ties per mile of road | 2,700 |
| Number of new ties laid in track during the year..... | 780 |
| Average number of new ties per mile of road | 94 |

New rails laid in track during the year: None.

Average life of iron rails on main line..... 6 years

Average life of steel rails on main line..... 8 years

Average life of ties 4 years

Average life of joint fastenings 9 years

Average life of frogs 6 years

CROSSINGS IN COLORADO.

What railroad crosses your road at grade and at what locality? None.

What railroads cross your road, either over or under, and at what locality? Georgetown,
Breckenridge and Leadville crosses itself one mile west of Georgetown.

Number of highway crossings at grade: 10.

Number of highway crossings at which there are flagmen: None.

FENCING IN COLORADO.

(None on this line)

ROLLING STOCK.

Equipment furnished by the Union Pacific Railway Company.

MILEAGE, TRAFFIC, ETC.

| | |
|---|--------|
| Miles run by passenger trains during the year | 7,505 |
| Miles run by freight trains during the year | 1,722 |
| Miles run by other trains during the year..... | 8,214 |
| Total train mileage..... | 17,441 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|-------------|
| Average number of cars in passenger trains | 2.20 |
| Average weight of passenger trains, exclusive of passengers | 59,679 lbs. |
| Average number of cars in freight trains | 3.30 |
| Average weight of freight trains, exclusive of freight..... | 40,521 lbs |

PASSENGER TRAFFIC.

| | |
|---|-------------|
| Number of through passengers carried..... | 5,172 |
| Number of local passengers carried | 16,459 |
| Number of passengers carried east and south | 10,574 |
| Number of passengers carried west and north..... | 11,057 |
| Total number of passengers carried | 21,631 |
| Total passenger mileage, or passengers carried one mile... .. | 110,772 |
| Average distance traveled by each passenger. | 5.120 miles |
| Average amount received from each passenger..... | 21 cents |
| Average rate of fare per mile for all passengers..... | 4.100 cents |

FREIGHT TRAFFIC.

| | |
|---|-------------|
| Number of tons of local freight carried..... | 6,461 |
| Total tons of freight carried | 6,461 |
| Total mileage of local freight (tons carried one mile) | 27,539 |
| Total freight mileage, or tons carried one mile | 27,539 |
| Average rate per ton per mile received for local freight | 25.65 cents |
| Average rate per ton per mile to move all freight..... | 25.65 cents |

CAR MILEAGE.

| | |
|---|----------------|
| Number of miles run by loaded freight cars east and south..... | 2,566 |
| Number of miles run by loaded freight cars west and north | 1,556 |
| Number of miles run by empty freight cars east and south..... | 716 |
| Number of miles run by empty freight cars west and north..... | 1,470 |
| Total freight car mileage | 6,308 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 21.81 per cent |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 48.58 per cent |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado | 34.65 per cent |

SPEED OF TRAINS IN COLORADO.

Rate of speed of passenger trains, including stops, miles, 8.3 per hour.

TONNAGE OF ARTICLES TRANSPORTED.

ALL IN COLORADO.

| | Tons. | Per Cent. |
|---|-------|-----------|
| Grain..... | 62 | .96 |
| Flour | 93 | 1.44 |
| Provisions (beef, pork, lard, etc.)..... | 27 | .42 |
| Animals..... | 1 | .02 |
| Other agricultural products..... | 148 | 3.84 |
| Iron, lead and mineral products | 2,551 | 39.48 |
| Lumber and forest products | 2,182 | 33.77 |
| Coal..... | 659 | 10.20 |
| Plaster, lime and cement..... | 21 | .33 |
| Salt..... | 3 | .04 |
| Petroleum and oil..... | 13 | .20 |
| Steel and castings..... | 39 | .60 |
| Stone and brick | 180 | 2.79 |
| Merchandise and other articles not enumerated above | 382 | 5.91 |
| Total tons carried | 6,461 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|--|--------------|-------------|
| Earnings—Passenger—From local passengers..... | [\$3,021.61] | |
| From through passengers..... | [1,525.05] | |
| From excess baggage | —[1.95] | |
| From all passengers..... | | \$ 4,548.61 |
| Total earnings passenger department | | \$ 4,548.61 |
| Total passenger earnings in Colorado..... | | \$ 4,548.61 |
| Earnings per train mile [7,505 miles] | [\$0.61] | |
| Earnings per mile entire line | | \$ 537.03 |
| Earnings per mile in Colorado..... | | 537.03 |
| Earnings—Freight—Total earnings freight department | | \$ 7,068.48 |
| Total freight earnings in Colorado..... | | \$ 7,068.48 |

ANALYSIS OF EARNINGS.

(CONTINUED.)

| | | |
|---|--------------|--------------|
| Earnings per train mile [1,722 miles]..... | [\$4 10] | |
| Earnings per mile entire line | | \$ 834 53 |
| Earnings per mile in Colorado | | 834 53 |
| Total transportation earnings..... | | \$ 11,617 09 |
| Earnings per train mile run from all trains earning revenue [9,277 miles] | [\$1 26] | |
| Earnings per mile of road operated [8 47 miles]..... | [\$1,371 56] | |
| Proportion of earnings for Colorado..... | | \$ 11,617 09 |
| Rents received for use of stations, etc. | | 42 00 |
| Total earnings from all sources | | \$ 11,659 09 |
| Proportion of earnings for Colorado | | \$ 11,659 09 |

What per cent are the earnings in Colorado of the earnings of the entire line? All.

Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 64.35 to 100.

EXPENSES OF OPERATING

THE ROAD FOR THE YEAR.

| | |
|---|-------------|
| CLASS I.—MAINTENANCE OF WAY AND BUILDINGS. | |
| Repairs of road-bed and track | \$ 6,468 49 |
| Renewal of rails | 332 13 |
| [Number tons laid, steel, none] | |
| [Number tons laid, iron 14 1/2] | |
| Renewal of ties..... | 320 11 |
| [Number laid, 780] | |
| Repairs of bridges, including culverts..... | 293 31 |
| Repairs of fences, road crossings, signs and cattle guards..... | 94 41 |
| Repairs of buildings, station and water tanks | 8, 27 |
| Total..... | \$ 7,611 51 |

EXPENSES OF OPERATING THE ROAD.

(CONTINUED.)

CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.

| | |
|---------------------------------|-------------|
| Repairs of locomotives..... | \$ 1,289 19 |
| Repairs of air brakes | 60 04 |
| Repairs of passenger cars | 173 53 |
| Repairs of freight cars | 134 37 |
| Total..... | \$ 1,657 13 |

CLASS III.—CONDUCTING TRANSPORTATION.

| | |
|---|-------------|
| Fuel for locomotives, engine houses and shops..... | \$ 2,650 85 |
| Water supply..... | 44 93 |
| Oil and waste | 97.99 |
| Locomotive service..... | 3,021 84 |
| Passenger and freight train service..... | 1,131 87 |
| Passenger and freight train supplies..... | 65 79 |
| Mileage of passenger and freight cars (debit balance) | 1,004 61 |
| Telegraph expenses and maintenance..... | 73 19 |
| Damages to property and cattle | 1 76 |
| Agents and station service, including operators | 1,429 55 |
| Station supplies..... | 171 94 |
| Total..... | \$ 9,634 32 |

GENERAL EXPENSES AND TAXES.

| | |
|--|-------------|
| Legal expenses | \$ 265 50 |
| Stationery, printing and books | 191 11 |
| Outside agencies and advertising | 8 75 |
| Contingencies..... | 11 50 |
| Taxes in Colorado..... | 718 57 |
| Total..... | \$ 1,186 43 |

RECAPITULATION OF EXPENSES.

| | |
|---|--------------|
| Maintenance of way and buildings..... | \$ 7,611 51 |
| Maintenance of motive power and cars..... | 1,657 13 |
| Conducting transportation..... | 9,694 32 |
| General expenses, including taxes..... | 1,186 43 |
| Total operating expenses and taxes..... | \$ 20,149 39 |
| Operating expenses and taxes per mile of road operated [8 47 miles]..... | \$ 2,378 91 |
| Operating expenses and taxes per train mile for trains earning revenue [9,227 miles]..... | 2 18 |
| Proportion of operating expenses and taxes for Colorado..... | \$ 20,149 39 |
| Percentage of expenses to earnings..... | 172.82 |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS | ALL OTHER SOURCES | TOTAL. | INCREASE OR DECREASE. | NET EARNINGS. | PERCENTAGE. |
|-----------------|-------------|------------|-------------------|-------------|-----------------------|---------------|-------------|
| 1883 | | | | | | | |
| July ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| August ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| September ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| October ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| November ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| December ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1884 | | | | | | | |
| January ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| February ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| March ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| April | \$ 1,316 31 | \$ 127 85 | ..... | \$ 1,444 16 | ..... | \$ 791 45 | ..... |
| May | 1,563 03 | 175 90 | ..... | 1,738 93 | ..... | 89 42 | ..... |
| June | 1,700 80 | 356 25 | ..... | 1,566 05 | ..... | \$3 52 | ..... |
| Totals | \$ 3,889 14 | \$ 660 00 | ..... | \$ 4,549 14 | ..... | \$ 1,537 38 | 33.80 |

| | | | | | | | |
|-----------------------|-------------|-------------|----------|--------------|------------|------------|-------|
| July. 1884 | \$ 1,244 98 | \$ 1,009 80 | ..... | \$ 2,254 76 | ..... | \$ 893 34 | ..... |
| August | 1,552 93 | 1,403 90 | ..... | 2,556 83 | ..... | 722 33 | ..... |
| September | 1,074 40 | 980 65 | ..... | 2,055 05 | ..... | 884 36 | ..... |
| October | 1,123 92 | 460 90 | ..... | 1,584 82 | ..... | 1,016 07 | ..... |
| November | 320 57 | 210 30 | ..... | 530 87 | ..... | 1,464 65 | ..... |
| December | 35 09 | 177 46 | ..... | 212 55 | ..... | 1,128 16 | ..... |
| January .. 1885 | 310 09 | 100 50 | ..... | 410 59 | ..... | 694 40 | ..... |
| February | 325 21 | 55 20 | ..... | 380 41 | ..... | 766 14 | ..... |
| March | 283 85 | 27 90 | 42 00 | 353 75 | ..... | 1,593 43 | ..... |
| April | 320 52 | 20 15 | ..... | 340 67 | — 1,103 49 | 1,611 40 | ..... |
| May | 220 67 | 226 30 | ..... | 447 57 | — 1,291 36 | 1,428 92 | ..... |
| June | 256 25 | 274 95 | ..... | 531 20 | — 834 85 | 1,287 07 | ..... |
| Totals | \$ 7,448 48 | \$ 4,348 61 | \$ 42 00 | \$ 11,659 09 | ..... | \$8,490 30 | ..... |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR — DECREASE | EXCESS OF EXPENSES. | PERCENTAGE. |
|----------------|-------------------------------|--------------|----------|-------------|--------------------------------|------------------------|-------------|
| 1883 | | | | | | | |
| July..... | | | | | | | |
| August..... | | | | | | | |
| September..... | | | | | | | |
| October..... | | | | | | | |
| November..... | | | | | | | |
| December..... | | | | | | | |
| 1884. | | | | | | | |
| January..... | | | | | | | |
| February..... | | | | | | | |
| March..... | | | | | | | |
| April..... | | | | \$ 652 68 | ..... | 791 48 | ..... |
| May..... | | | | 909 51 | ..... | 929 42 | ..... |
| June..... | | | | 1,440 57 | | 83 50 | |
| Totals..... | | | | \$ 3,011 76 | | \$ 1,537 38 | 66 20 |

RAILROAD COMMISSIONER'S REPORT.

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| | 1884 | 1885 | Totals |
|-----------|-------|-------|--------|
| July | | | |
| August | | | |
| September | | | |
| October | | | |
| November | | | |
| December | | | |
| January | | | |
| February | | | |
| March | | | |
| April | | | |
| May | | | |
| June | | | |
| Totals | | | |

GENERAL EXHIBIT.

| | |
|--------------------------------------|-------------------------|
| Total earnings | \$ 11,659 09 |
| Total expenses, including taxes..... | 20,149 39 |
| Net earnings..... | Deficit 8,490 30 |

INCOME ACCOUNT.

| | |
|--|--------------|
| Income from earnings | \$ 11,659 09 |
| Total income from all sources for the year | \$ 11,659 09 |

GENERAL RECAPITULATION.

| | |
|--|----------------------------|
| Total income | \$ 11,659 09 |
| Total operating expenses and taxes..... | 20,149 39 |
| Net income above operating expenses and taxes..... | Deficit \$ 8,490 30 |
| Gross income per train mile run [9,227 miles] | [\$ 1 26] |

GENERAL BALANCE SHEET

AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF THE GEORGETOWN,
BRECKENRIDGE AND LEADVILLE RAILROAD COMPANY.

| CREDITS | AMOUNT, | DEBITS. | AMOUNT. |
|---------------------|---------------|----------------|---------------|
| Construction | \$ 428,380 81 | Accounts | \$ 435,333 73 |
| Income account..... | 6,952 92 | | |
| | \$ 435,333 73 | | \$ 435,333 73 |

STATISTICS OF TRAFFIC IN COLORADO.

(Cannot furnish this.)

BUSINESS AND RECEIPTS.

| STATIONS. | FREIGHT. | | | PASSENGERS. | | |
|-------------------|--------------------|-------------------|-------------|-------------|------------|-------------------|
| | TONS FORWARDED. | TONS RECEIVED. | REVENUE. | NUMBER FROM | NUMBER TO. | TOTAL REVENUE. |
| Silver Plume..... | 1,498 | ..... | \$ 4,473 50 | 3,505 | ..... | \$ 3,895 61 |
| Graymont ..... | ..... | ..... | ..... | 187 | ..... | 193 97 |
| Totals | 1,498 | ..... | \$ 4,473 50 | 3,692 | ..... | \$ 4,089 58 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR ENDING
JUNE 30, 1885.

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|---------------------|------------------------|------------------|---|--|
| April 16, 1885..... | J. Kelly, laborer..... | Georgetown | Slipped while helping to carry large rock.. | { First and second fingers on right hand severely crushed |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT | KILLED. | | | INJURED | | |
|--------------------|------------------|----------|---------|------------------|----------|---------|
| | Passen- gers. | Employés | Others. | Passen- gers. | Employés | Others. |
| Miscellaneous..... | | | | | 1 | ..... |
| Total..... | | | | | 1 | ..... |

SUMMARY OF ACCIDENTS FOR COLORADO.

Number resulting from lack of caution, carelessness or misconduct

1

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT.

None

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

None.

SLEEPING CARS.

None.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Colorado, and on what terms of service? Compensation not yet fixed by the United States government.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$240.00.

Date of original charter of road, and that of any road consolidated with it, and the names of the companies: Incorporated February 23, 1881.

Date when main line (giving termini and length) was put in operation: April, 1884

Roads operated under lease (whether temporary or permanent) giving name, termini, length, address of lessors, and terms of lease. None.

What operating arrangements have you with other railroad companies, setting forth the contracts for the same? None.

What agreement, contract or understanding exists between your company and any other regarding the exclusive occupation of territory? None.

Are your bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in passenger train in Colorado: 22

Average number of cars in freight train in Colorado: 33

Cost of all snow sheds and fences. None.

Cost of snow sheds and fences built during the year: None.

Cost of repairs of snow sheds and fences during the year: None.

Cost of removing snow and ice from the track during the year: \$636.57

There was no one killed on this road for the year, and there were no train accidents.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced? Rule is; the use of intoxicating drink by employees will be considered good cause for dismissal from the service. It is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No special rules covering examination for color blindness, but employes are tested on this point during examination on general rules.

Have you in use any cars provided with an automatic coupler? All passenger, mail, baggage and express cars have the Miller couplers.

Has your company in contemplation the adoption of any kind of automatic coupler? Experiments are now being made with the Janney freight car coupler.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

STATE OF NEBRASKA, }
 COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Georgetown, Breckenridge and Leadville Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements

to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June A. D. 1885, to the best of my knowledge and belief.

Signed, ERASTUS YOUNG,
 [L. S.] Auditor.
OF R. R.

Subscribed and sworn to before me this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,
 [L. S.] Notary Public.

Received and filed in the office of the Commissioner of Railroads this twelfth day of December, A. D. 1885.

HENRY FELKER,
 Secretary.

REPORT

OF THE

Golden, Boulder & Caribou Railway Co.,

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|-------------------------------|---------------------------|---------------------------|
| President | Charles F. Adams, Jr..... |Boston, Mass. |
| Vice-President | Elisha Atkins..... |Boston, Mass. |
| Secretary | Henry McFarland..... |Boston, Mass. |
| Treasurer..... | Henry McFarland |Boston, Mass. |
| General Manager | S. R. Callaway..... |Boston, Mass. |
| General Superintendent..... | S. T. Smith..... |Omaha, Nebraska |
| Chief Engineer | J. Blickensderfer |Omaha, Nebraska |
| Superintendent of Telegraph.. | J. J. Dickey..... |Omaha, Nebraska |
| Auditor | Erastus Young |Omaha, Nebraska |
| General Passenger Agent | J. W. Morse..... |Omaha, Nebraska |
| General Freight Agent..... | P. P. Shelby |Omaha, Nebraska |
| General Solicitor | John F. Dillon..... |New York City, N. Y. |
| Land Commissioner | Leavitt Burnham..... |New York City, N. Y. |

| NAMES OF DIRECTORS. POSTOFFICE ADDRESS. | | NAMES OF DIRECTORS. POSTOFFICE ADDRESS. | |
|---|--------------------|---|-----------------------|
| Charles F. Adams, Jr | Boston, Mass..... | T. G. Lyster |Denver, Colorado |
| Elisha Atkins | Boston, Mass | Ezra H. Baker. . . |Boston, Mass |
| Frederick L. Ames..... | Boston, Mass..... | | |

Executive Committee..... None
 Location of General Offices..... Boston, Mass.
 Names and address of person, to whom correspondence concerning this report, should be directed :..... Henry McFarland, Secretary and Treasurer, Boston, Mass.
 or Erastus Young, Auditor, Omaha, Nebraska.

CAPITAL STOCK.

| | |
|---|--------------|
| Number of shares issued, 600 ; amount paid in | \$ 60,000 00 |
| Total common stock issued..... | \$ 60,000 00 |

BONDED DEBT.

| | |
|--|--------------|
| First mortgage bonds, date, 20 years; due December 1, 1898, rate of interest, 5 per cent | \$ 60,000 00 |
| Total bonded debt | \$ 60,000 00 |
| Amount of bonded debt per mile of road | \$ 10,000 00 |

FLOATING DEBT.

| | |
|---|---------------|
| Amount of debt not secured by mortgage..... | None |
| Proportion of debt, bonded and floating, for Colorado | All |
| Total amount of paid-up stock and debt..... | \$ 120,000 00 |
| Amount of stock and debt per mile of road..... | 20,000 00 |

COST OF ROAD.

| | |
|--|---------------|
| Cost of construction, entire line..... | \$ 120,000 00 |
|--|---------------|

COST OF EQUIPMENT.

Colorado Central equipment is used on the road.

DESCRIPTION OF ROAD.

| | MILES | |
|---|--------------|---------------------|
| | Entire Line. | Length in Colorado. |
| Length of main line of road from Boulder, Colorado, to Marshall coal bank | 5.09 | 5.09 |
| Total length of main line and branches | 5.09 | 5.09 |
| Aggregate length of sidings and other track not above..... | 2.65 | 2.65 |
| Aggregate length of track completed as single track, exclusive of sidings | 3.14 | 5.09 |
| Number of miles of iron rail..... | 5.09 | 5.09 |

[Weight per yard, iron, 50 pounds.]

Gauge of track, 4 feet 8½ inches.

Number of miles of telegraph owned by this company? None

Grade—Maximum per mile, 90 feet.

Longest maximum, 4,000 feet

Curvature—Shortest radius, 521 feet

Aggregate length of all radii, 7,243 feet

Aggregate length of tangents, 3 miles 4,121 feet.

If any of the road was first opened for operation during the past year, state the date? None.

Total miles of road operated by this company : 5.09 miles

STATIONS.

| | Entire Line. | In Colorado |
|---|--------------|-------------|
| Number of stations on all roads owned by this company..... | 2 | 2 |
| Number of stations on all roads operated by this company..... | 2 | 2 |
| Number of "common points"..... | 1 | 1 |
| Number of telegraph offices in stations | None | |

EMPLOYÉS.

Our records will not permit us to furnish this.

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|-------------------------------|-----|----------------------|
| Wooden trestle and pile | 18 | 459 feet |
| BOX CULVERTS IN COLORADO. | | |
| Timber | 15 | |
| CATTLE GUARDS. | | |
| Number in Colorado | 11 | |

Give the average number of years the trestle and pile bridges last on your road in Colorado: 10 years.

Give the average number of years that wooden truss bridges last on your road in Colorado: 12 years.

ROAD-BED AND TRACK IN COLORADO

| | |
|--|---------------|
| Number of track sections | One. |
| Average length of sections | 5.09 miles |
| Average number of men in each section gang | Three. |
| Average number of ties per mile of road | 2,288. |
| Number of new ties laid in track during the year | 1,631 |
| Average number of new ties per mile of road | 272. |
| New rails laid in track during the year | None. |
| Average life of iron rails on main line | Ten years. |
| Average life of ties | Four years. |
| Average life of joint fastenings | Twelve years. |
| Average life of frogs | Eight years. |

CROSSINGS IN COLORADO.

No railroad crosses this road.

Number of highway crossings at grade: Four.

FENCING IN COLORADO.

None.

ROLLING STOCK.

Equipment furnished by Union Pacific Railway Company.

MILEAGE, TRAFFIC, ETC.

| | |
|--|-------|
| Miles run by passenger trains during the year..... | 24 |
| Miles run by freight trains during the year..... | 6,180 |
| Miles run by other trains during the year..... | 48 |
| Total train mileage..... | 6,252 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|--------------|
| Average number of cars in freight trains | 11 |
| Average weight of freight trains, exclusive of freight..... | 205,171 lbs. |

PASSENGER TRAFFIC.

| | |
|---|-------------|
| Number of through passengers carried | 223 |
| Number of local passengers carried..... | 48 |
| Number of passengers carried east and south | 118 |
| Number of passengers carried west and north | 153 |
| Total number of passengers carried..... | 271 |
| Total passenger mileage, or passengers carried one mile | 1,571 |
| Average distance traveled by each passenger..... | 5.797 miles |
| Average amount received from each passenger | 21 cts. |
| Average rate of fare per mile for all passengers | 3.623 cts. |

FREIGHT TRAFFIC.

| | |
|--|------------|
| Number of tons of through freight carried..... | 69,931 |
| Total tons of freight carried..... | 69,931 |
| Total mileage of through freight (tons carried one mile)..... | 419,577 |
| Total freight mileage, or tons carried one mile..... | 419,577 |
| Average rate per ton per mile received for through freight | 8.28 cents |
| Average rate per ton per mile to move all freight..... | 8.28 cents |

CAR MILEAGE.

| | |
|---|--------|
| Number of miles run by loaded freight cars east and south | 34,767 |
| Number of miles run by loaded freight cars west and north | 3,406 |
| Number of miles run by empty freight cars east and south | 378 |
| Number of miles run by empty freight cars west and north..... | 32,150 |
| Total freight car mileage .. | 70,701 |

Percentage of empty freight cars hauled east and south to all freight cars hauled east and south : 1.07 per cent.

Percentage of empty freight cars hauled west and north to all freight cars hauled west and north : 90.42 per cent.

Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado : 46.08 per cent

SPEED OF TRAINS IN COLORADO.

| | |
|---|---------------------|
| Rate of speed of passenger trains, including stops..... | No passenger trains |
| Rate of speed of freight trains, including stops..... | 16.6 miles per hour |

TONNAGE OF ARTICLES TRANSPORTED.

ALL IN COLORADO.

| | Tons. | Per cent. |
|--|--------|-----------|
| Flour..... | 21 | 30 |
| Other agricultural products..... | 3 | 04 |
| Lumber and forest products..... | 21 | 30 |
| Coal..... | 69,654 | 96 04 |
| Petroleum and oil..... | 2 | 03 |
| Steel and castings..... | 9 | 13 |
| Stone and brick..... | 140 | 2 00 |
| Merchandise and other articles not enumerated above..... | 81 | 1 16 |
| Total tons carried..... | 69,911 | 100 |

ANALYSIS OF EARNINGS.

| | | |
|--|--------------|--------------|
| Earnings—Passenger—From local passengers..... | [\$33 73] | |
| From through passengers..... | [\$21 20] | |
| From excess baggage..... | [\$ 2 00] | |
| From all passengers..... | | \$ 56 93 |
| Total earnings passenger department..... | | \$ 56 93 |
| Total passenger earnings in Colorado..... | | \$ 56 93 |
| Earnings per train mile [24 miles]..... | [\$ 2 35] | |
| Earnings per mile entire line..... | | \$ 11 19 |
| Earnings per mile in Colorado..... | | 11 19 |
| Earnings—Freight—Total earnings freight department..... | | \$ 34,746 68 |
| Total freight earnings in Colorado..... | | \$ 34,746 68 |
| Earnings per train mile [6,180 miles]..... | [\$5 62] | |
| Earnings per mile entire line..... | | \$ 6,826 46 |
| Earnings per mile in Colorado..... | | 6,826 46 |
| Total transportation earnings..... | | \$ 34,803 61 |
| Earnings per train mile run from all trains earning revenue [6,204 miles]..... | [\$5 61] | |
| Earnings per mile of road operated [5 1/2 miles]..... | [\$6,837 64] | |
| Proportion of earnings for Colorado..... | | \$ 34,803 61 |
| Total earnings from all sources | | \$ 34,803 61 |
| Proportion of earnings for Colorado..... | | \$ 34,803 61 |

EXPENSES OF OPERATING THE ROAD.

FOR THE YEAR.

CLASS I—MAINTENANCE OF WAY AND BUILDINGS.

| | |
|---|-------------|
| Repairs of road-bed and track | \$ 1,948 93 |
| Renewal of ties | 682 22 |
| [Number laid, 1,631] | |
| Repairs of fences, road crossings, signs and cattle guards..... | 96 73 |
| Repairs of buildings, stations and water tanks..... | 33 56 |
| Total..... | \$ 2,761 44 |

CLASS II—MAINTENANCE OF MOTIVE POWER AND CARS

| | |
|------------------------------|-------------|
| Repairs of locomotives..... | \$ 1,650 23 |
| Repairs of air brakes..... | 19 55 |
| Repairs of freight cars..... | 240 55 |
| Total..... | \$ 1,910 33 |

CLASS III—CONDUCTING TRANSPORTATION.

| | |
|--|-------------|
| Fuel for locomotives..... | \$ 2,767 54 |
| Water supply..... | 107 43 |
| Oil and waste | 97 13 |
| Locomotive service..... | 2,779 62 |
| Passenger and freight train service..... | 2,013 91 |
| Passenger and freight train supplies..... | 88 83 |
| Mileage of passenger and freight cars (debit balance)..... | 487 64 |
| Telegraph expenses and maintenance | 19 39 |
| Damages to property and cattle..... | 1 76 |
| Station supplies | 90 |
| Total | \$ 8,364 22 |

GENERAL EXPENSES AND TAXES.

| | |
|-----------------------------------|-------------|
| Legal expenses..... | \$ 7 00 |
| Expenses of general offices | 19 75 |
| Stationery and printing..... | 86 59 |
| Contingencies..... | 85 47 |
| Total taxes | \$ 1,788 30 |
| Total..... | \$ 1,987 11 |

RECAPITULATION OF EXPENSES.

| | | |
|---|-------------|--------------|
| Maintenance of way and buildings | | \$ 2,761 44 |
| Maintenance of motive power and cars..... | | 1,910 33 |
| Conducting transportation | | 8,364 27 |
| General expenses, including taxes | | 1,987 11 |
| Total operating expenses and taxes.. .. | | \$ 15,023 10 |
| Operating expenses and taxes per mile of road operated [5 09 miles].. | \$ 2,951 49 | |
| Operating expenses and taxes per train mile for trains earning revenue [6,204 miles] | 2 42 | |
| Proportion of operating expenses and taxes for Colorado.. .. | | \$ 15,023 10 |
| Percentage of expenses to earnings | 43 17 | |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.
MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR DECREASE. | NET EARNINGS. | PER-CENT-AGE. |
|-----------------|--------------|-------------|--------------------|--------------|-------------------------|---------------|---------------|
| 1883 | | | | | | | |
| July | \$ 546 12 | \$ 4 50 | ..... | \$ 550 62 | ..... | \$ 1,547 06 | ..... |
| August | 922 01 | 9 05 | ..... | 931 06 | ..... | 512 19 | 55 01 |
| September | 1,674 54 | 12 10 | ..... | 1,686 64 | ..... | 206 53 | 12 27 |
| October | 2,693 04 | ..... | ..... | 2,693 04 | ..... | 1,494 61 | 55 50 |
| November | 2,975 63 | 75 | ..... | 2,976 38 | ..... | 27 58 | ..... |
| December | 3,056 44 | 25 | \$ 242 30 | 3,298 99 | ..... | 1,484 51 | 45 00 |
| 1884 | | | | | | | |
| January | 1,541 51 | 50 | ..... | 1,542 01 | ..... | 1,081 53 | 70 14 |
| February | 2,415 41 | 25 | ..... | 2,415 66 | ..... | 1,947 75 | 80 66 |
| March | 1,982 19 | 1 00 | ..... | 1,983 19 | ..... | 1,479 69 | 74 02 |
| April | 1,909 69 | ..... | ..... | 1,909 69 | ..... | 1,433 02 | ..... |
| May | 1,206 49 | 3 95 | * 759 14 | 451 30 | ..... | 145 63 | ..... |
| June | 749 58 | 2 00 | ..... | 751 58 | ..... | 269 25 | 35 82 |
| Totals | \$ 21,672 65 | \$ 34 35 | \$ 510 81 | \$ 21,190 16 | ..... | \$ 5,177 92 | 25 38 |

*Mail earnings erroneously credited in previous years and now charged back.

| | | | | | | | | |
|-----------------|-----------|--------------|----------|-------|--------------|----------------|--------------|-------|
| July | 1884..... | 713 15 | 2 00 | ..... | 715 15 | + 164 53 | 155 61 | 21 82 |
| August ..... | ..... | 1,151 25 | 2 65 | ..... | 1,151 90 | + 222 84 | 939 34 | 80 63 |
| September ..... | ..... | 1,540 22 | 6 85 | ..... | 1,547 07 | — 139 57 | 1,115 72 | 72 11 |
| October ..... | ..... | 2,664 33 | 1 75 | ..... | 2,666 08 | — 26 96 | 2,252 92 | 84 51 |
| November ..... | ..... | 3,810 53 | 80 | ..... | 3,811 33 | + 834 95 | 2,791 40 | 73 26 |
| December ..... | ..... | 6,098 38 | 2 73 | ..... | 6,081 11 | + 2,782 12 | 3,828 53 | 62 96 |
| January | 1885..... | 5,572 22 | 6 25 | ..... | 5,578 47 | + 4,036 46 | 4,025 96 | 72 18 |
| February ..... | ..... | 4,836 27 | 3 25 | ..... | 4,839 52 | + 2,423 86 | 3,341 81 | 69 06 |
| March ..... | ..... | 3,300 62 | 8 50 | ..... | 3,309 12 | + 1,325 93 | 1,659 80 | 50 16 |
| April ..... | ..... | 2,267 15 | 2 15 | ..... | 2,269 30 | + 359 61 | 835 38 | 36 81 |
| May..... | ..... | 1,691 70 | 6 25 | ..... | 1,697 95 | + 1,246 65 | 493 97 | 29 09 |
| June ..... | ..... | 1,120 86 | 13 75 | ..... | 1,134 61 | + 383 03 | 1,050 03 | ..... |
| Totals..... | ..... | \$ 34,746 68 | \$ 56 93 | ..... | \$ 34,803 61 | + \$ 13,613 45 | \$ 19,780 51 | 56 83 |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES—ENTIRE LINE

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL | + INCREASE OR — DECREASE. | EXCESS OF EXPENSES. | PER- CENT. AGE. |
|-----------------|-------------------------------|--------------|----------|--------------|---------------------------------|------------------------|-----------------------|
| 1883 | | | | | | | |
| July | | | | \$ 2,097 68 | ..... | \$ 1,547 06 | ..... |
| August | | | | 418 87 | ..... | 512 19 | 44 99 |
| September | | | | 1,480 11 | ..... | 206 53 | 87 73 |
| October | | | | 1,198 43 | ..... | 1,494 61 | 44 50 |
| November | | | | 2,948 80 | ..... | 27 58 | 99 09 |
| December | | | | 1,814 48 | ..... | 1,484 51 | 55 |
| 1884 | | | | | | | |
| January | | | | 460 48 | ..... | 1,081 53 | 29 86 |
| February | | | | 467 91 | ..... | 1,047 75 | 19 34 |
| March | | | | 503 50 | ..... | 1,479 69 | 25 38 |
| April | | | | 3,342 71 | ..... | 1,433 02 | ..... |
| May | | | | 596 93 | ..... | 145 63 | ..... |
| June | | | | 482 33 | ..... | 269 25 | 64 18 |
| Totals | | | | \$ 15,812 23 | ..... | \$ 5,377 93 | 74 62 |

GENERAL EXHIBIT.

| | |
|--|--------------|
| Total earnings..... | \$ 34,803 61 |
| Total expenses, including taxes..... | 15,023 10 |
| Net earnings..... | 19,780 51 |
| Interest accruing during the year..... | 4,800 00 |
| Interest paid during the year..... | 4,800 00 |
| Interest on funded debt..... | 4,800 00 |
| Interest paid on funded debt..... | 4,800 00 |
| Dividends declared [25 per cent.]..... | 15,000 00 |

INCOME ACCOUNT.

| | |
|------------------------------------|--------------|
| Income from earnings..... | \$ 34,803 61 |
| Total income from all sources..... | \$ 34,803 61 |

Proportion of income for Colorado: All.

GENERAL RECAPITULATION.

| | |
|--|--------------|
| Total income..... | \$ 34,803 61 |
| Total operating expenses and taxes..... | 15,023 10 |
| Net income above operating expenses and taxes..... | 19,780 51 |
| Net income above operating expenses, taxes, interest and rental..... | 14,980 51 |

Gross income per train mile run [6,204 miles]. \$5 61.

Net income per train mile run [6,204 miles]. \$2 41½.

Per centage of net income to cost of road and equipment [12.46.]

SURPLUS.

| | |
|---|--------------|
| Surplus at the commencement of the year..... | \$ 15,492 10 |
| Surplus at the close of the year..... | 15,472 61 |
| Amount of material and balances from other roads..... | 19 49 |

GENERAL BALANCE SHEET

AT THE CLOSING OF ACCOUNTS, JUNE 30, 1885, OF THE GOLDEN,
BOULDER AND CARIBOU RAILWAY COMPANY.

| DEBITS. | AMOUNT. | CREDITS | AMOUNTS. |
|--------------------------------|---------------|----------------------|---------------|
| Cost of road and fixtures | \$ 120,000 00 | Capital stock | \$ 60,000 00 |
| Accounts receivable..... | 15,472 61 | Funded debt | 60,000 00 |
| | | Income account | 15,472 61 |
| Total | \$ 135,472 61 | Total | \$ 135,472 61 |

STATISTICS OF TRAFFIC IN COLORADO.

Cannot furnish this.

BUSINESS AND RECEIPTS.

JANUARY 1 TO JUNE 30, 1885.

| STATIONS. | FREIGHT. | | | PASSENGERS | | | Total Revenue |
|---------------|----------------------|-------------------|-------------|-----------------|---------------|----------|------------------|
| | Tons for- warded. | Tons received. | Revenue | Number from. | Number to. | Revenue. | |
| Marshall..... | 34,630 | ..... | \$55,461 46 | 95 | ..... | \$ 18 13 | \$ 55,479 59 |

REPORT OF ACCIDENTS FOR COLORADO

DURING THE YEAR ENDING JUNE 30, 1885.

No persons were killed on this road during the year, none were injured and no train accidents occurred.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

None.

SLEEPING CARS.

None.

UNITED STATES MAIL.

No mail carried.

TELEGRAPH.

None.

LANDS—CONGRESSIONAL GRANTS.

None.

Date of original charter of the road and that of any road consolidated with it, and the names of companies. Incorporated October 26, 1877.

Rates and dates of all cash dividends on stock of original and consolidated companies :
December 31, 1884—25 per cent. from accumulated surplus.

Date when main line (giving termini and length) was put in operation : December, 1879.

Are the bridges and trestles provided with guard rails? No

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in freight train in Colorado : Eleven

Cost of removing snow and ice from the track during the year : \$1 46.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors; if so, what is it, and is it enforced?
Rule 10—The use of intoxicating drink by employes will be considered good cause for dismissal from the service. It is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No special rules covering examination for color blindness, but employes are tested on this point during examination on general rules.

What coal mines do you own and work, and where located? None.

What stone quarries do you own and operate, and where located? None.

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? No.

STATE OF NEBRASKA,
COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Golden, Boulder & Caribou Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of my knowledge and belief.

Signed,

ERASTUS YOUNG,

[L. S.]
OF R. R.

Auditor.

Subscribed and sworn to before me, this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads, this twelfth day of December, A. D. 1885.

HENRY FELKER,

Secretary.

REPORT

OF THE

Union Pacific Railway Co.---Consolidated.

FOR THE YEAR ENDING JUNE 30, 1885.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

| OFFICIAL POSITION. | NAME. | LOCATION OF OFFICE. |
|--|---------------------------|---------------------------|
| President | Charles F. Adams, Jr..... |Boston, Mass. |
| Vice President | Elisha Atkins..... |Boston, Mass. |
| Secretary..... | Henry McFarland |Boston, Mass. |
| Treasurer | Henry McFarland |Boston, Mass. |
| General Manager and Second Vice-President..... | S. R. Callaway..... |Omaha, Neb. |
| General Superintendent..... | S. T. Smith |Omaha, Neb. |
| Asst. General Superintendent. | E. Dickenson..... |Denver, Colo. |
| | O. H. Dorrance |Denver, Colo. |
| | C. E. Wurtele |Laramie, Wyo. |
| Division Superintendents. | J. O. Brinkerhoff..... |Kansas City, Mo. |
| | R. Blickensderfer..... |Pocatello, Idaho |
| | W. W. Riter..... |Salt Lake City, Utah |
| Chief Engineer..... | J. Blickensderfer..... |Omaha, Neb. |
| Superintendent of Telegraph.. | J. J. Dickey |Omaha, Neb. |
| Auditor | Erastus Young..... |Omaha, Neb. |
| General Passenger Agent | J. W. Morse..... |Omaha, Neb. |
| General Freight Agent..... | P. P. Shelby |Omaha, Neb. |
| General Solicitor | John F. Dillon..... |New York City, N. Y. |
| Land Commissioner U. D..... | Leavitt Burnham |Omaha, Neb. |
| Land Commissioner K. D..... | B. McAllaster..... |Kansas City, Mo. |

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

(CONTINUED.)

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|-----------------------|----------------------|----------------------|-----------------------|
| Charles F. Adams, Jr. | Boston, Mass..... | David Dows..... | ...N. Y. City, N. Y. |
| Frederick L. Ames.... | Boston, Mass..... | Andrew H. Green | ...N. Y. City, N. Y. |
| Elisha Atkins..... | Boston, Mass..... | S. R. Callaway..... |Omaha, Neb. |
| Ezra H. Baker..... | Boston, Mass | G. M. Dodge | Council Bluffs, Iowa |
| F. Gordon Dexter | Boston, Mass..... | Hugh Riddle..... |Chicago, Ills. |
| Mahlon D. Spaulding | Boston, Mass..... | James A. Rumrill.... | ...Springfield, Mass. |
| Henry H. Cook..... | N. Y. City, N. Y... | John Sharp..... | Salt Lake City, Utah |
| Sydney Dillon..... | N. Y. City, N. Y... | ..... | ..... |

GOVERNMENT DIRECTORS.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. |
|----------------------|---------------------|---------------------|----------------------|
| D. R. Anthony..... | Leavenworth, Kan.. | E. L. Joy. | ...N. Y. City, N. Y. |
| Frank Colpetzer..... | Omaha, Neb..... | H. L. Merriman..... | Marshalltown, Iowa |
| Colgate Hoyt..... | N. Y. City, N. Y... | ..... | ..... |

Executive committee—(7)... ..C. F. Adams, Jr., F. Gordon Dexter, Sidney Dillon,
Ezra H. Baker, E. Atkins, F. L. Ames and Colgate Hoyt

Date of next annual election of directors.....Wednesday, March 31, 1886

Location of general officesBoston, Mass.

Location of general office in this State.....Omaha, Neb.

Name and address of person to whom correspondence concerning this report should be
directed.....H. McFarland, Secretary, Boston, Mass.,
or E. Young, Auditor, Omaha, Neb.

CAPITAL STOCK.

| | |
|--|-----------------|
| Amount authorized by articles of association | \$61,000,000 00 |
| Number of shares issued, 608,680. Amount paid in..... | 60,868,000 00 |
| Stock subscribed by individuals or corporations in cash (since formation of present company)..... | 10,106,300 00 |
| Stock issued for account of construction..... | 50,762,300 00 |
| Total common stock issued | \$60,868,500 00 |

CAPITAL STOCK.

(CONTINUED.)

| | |
|--|-----------------|
| Amount of preferred stock | None |
| Amount of stock issued to build and equip the road | \$50,762,300 00 |
| Amount of stock issued during last year, and on what account was increase made | None |
| Total amount paid in, as per books of the company | 60,868,500 00 |
| Proportion of stock for Colorado | 9,903,317 74 |
| Amount of stock per mile of road | 33,183 46 |
| Amount of stock representing the road in Colorado | 9,903,317 74 |
| Amount of stock held in Colorado (December 31, 1884) | 2,500 00 |
| Total number of stockholders (December 31, 1884) | 7,551 |
| Number of stockholders in Colorado (December 31, 1884) | 2 |

When and to whom was the original stock owned by the company sold, and what was the cash value realized by the company for the same? The stock of the company, as fixed by its articles of consolidation—\$50,762,300, in shares of \$100 each—was issued and exchanged, with the exception of a few shares still held for that purpose, for the stock of the constituent companies, as provided in said articles.

A list of stockholders at the last election of directors, showing the name, residence and amount of stock owned by each, must be filed herewith.

FUNDED DEBT.

| CLASSES OF BONDS. | INTEREST. | | | | AMOUNT OF BONDS. | | TRUSTEES. | | |
|-------------------------------------|-----------------------|----------------|------------------------|-------------------|-------------------------|------------------|---------------|------------------|--|
| | Gold or cur. rncy. | Date of issue. | Date of ma- turity. | Rate per cent. | Payable. | Total | | Held in trust | Allocat. |
| | | | | | | | | | |
| UNION PACIFIC R.V. CO | | | | | | | | | |
| First mortgage..... | Gold | 1866-69 | 1896-99 | 6 | Gold Jan. and July | \$ 27,229,000 00 | ..... | \$ 27,229,000 | Fred. Ames & F. Gordon Dexter |
| Land grant mortgage.... | Cur'ncy | 1867-69 | 1897-99 | 7 | Cur'ncy April and Oct | 2,076,000 00 | ..... | 2,076,000 | Frederick Ames (one vacancy) |
| Sinking fund mortgage .. | Cur'ncy | 1873 | 1893 | 8 | Cur'ncy Mar and Sept | 12,604,000 00 | ..... | 12,604,000 | Union Trust Co. of New York |
| Sinking fund registered.. | Cur'ncy | 1873 | 1893 | 8 | Cur'ncy Mar. and Sept | 1,927,000 00 | ..... | 1,927,000 | Union Trust Co. of New York |
| Collateral trust..... | Gold | 1879 | 1909 | 6 | Gold Jan. and July | 4,601,000 00 | ..... | 4,601,000 | Union Trust Co. of New York |
| Omaha bridge | Gold | 1871 | 1897 | 8 | Gold April and Oct | 1,621,000 00 | ..... | 1,621,000 | { J. Pierpont Morgan, Elisha At- kins, Fred'k I. Ames. |
| KANSAS PACIFIC R.V. CO | | | | | | | | | |
| Eastern div. 1st mortgage Gold | Gold | 1865 | 1895 | 6 | Gold Feb. and Aug | 2,240,000 00 | ..... | 2,240,000 | H. M. Alexander (one vacancy) |
| Middle div. 1st mortgage Gold | Gold | 1866 | 1896 | 6 | Gold June and Dec. | 4,063,000 00 | ..... | 4,063,000 | Adolph Meier (one vacancy) |
| Denver exten. 1st mort. Gold | Gold | 1869 | 1899 | 6 | Gold May and Nov. | 6,266,000 00 | \$ 418,000 00 | 5,848,000 | { John A. Stewart, Wm. Endi- cotti, Jr., August Ritten. |
| Leavenworth br. 1st mtg Cur'ncy | Cur'ncy | 1866 | 1896 | 7 | Cur'ncy May and Nov. | 6,000,000 00 | 569,000 00 | 31,000 | H. M. Alexander (one vacancy) |
| Consolidated mortgage... Gold | Gold | 1879 | 1919 | 6 | Gold May and Nov. | 15,244,005 00 | ..... | 15,244,005 | Jay Gould, Russell Sage |
| Income | Cur'ncy | 1866 | 1916 | 7 | Cur'ncy Mar. and Sep | 263,700 00 | 215,350 00 | 48,350 | B. W. Lewis, Jr., (one vacancy) |
| Income (subordinated)... Cur'ncy | Cur'ncy | 1866 | 1916 | 7 | Cur'ncy Mar. and Sep. | 4,011,650 00 | 3,751,600 00 | 260,050 | B. W. Lewis, Jr., (one vacancy) |

FUNDED DEBT.

(CONTINUED)

| CLASSES OF BONDS. | INTEREST. | | | | AMOUNT OF BONDS. | | | TRUSTEES. |
|---|----------------|-------------------|----------------|-----------------------|------------------|-------------------|-----------------|---|
| | Date of issue. | Date of maturity. | Rate per cent. | (Gold or currency) | Payable. | Total. | Held in trust. | |
| DEN. PA. R'Y & TEL. CO. | | | | | | | | |
| First mort. land grant.... (Gold....) | 1870 | 1890 | 7 | Gold.... | May and Nov. | 2,050,000 00 | 2,051,000 00 | 2,000 Jay Gould and Russel Sage |
| UNION PACIFIC R'Y CO. | | | | | | | | |
| Trust, five per cent. (Gold....) | 1883 | 1907 | 5 | Gold.... | June and Dec. | 3,673,000 00 | ..... | 3,673,000 New England Trust Co., Boston |
| Trust, 5 per cent, reg. (Gold....) | 1883 | 1907 | 5 | Gold.... | June and Dec. | 15,000 00 | ..... | 15,000 New England Trust Co., Boston |
| Funded debt..... | ..... | ..... | ..... | ..... | ..... | \$ 80,483,355 00 | \$ 7,004,950 00 | \$ 82,478,405 |
| UNITED STATES SUBSIDY. | | | | | | | | |
| Union Pacific R. R. Co. Cur'ncy 1866-70, 1890-99 | ..... | ..... | ..... | Cur'ncy Jan and July. | ..... | 27,236,512 00 | ..... | 27,236,512 |
| Kansas Railway Co. Cur'ncy 1865-78, 1895-98 | ..... | ..... | ..... | Cur'ncy Jan and July. | ..... | 6,493,000 00 | ..... | 6,303,200 |
| Total funded debt (including United States subsidy bonds) | ..... | ..... | ..... | ..... | ..... | \$ 121,022,867 00 | \$ 7,004,950 00 | \$ 116,017,917 |
| Add Kansas Pacific Railway Co., called coupon certificates. | ..... | ..... | ..... | ..... | ..... | 7,227 50 | 1,347 50 | 5,880 |
| Total including United States bonds..... | ..... | ..... | ..... | ..... | ..... | \$ 123,030,094 50 | \$ 7,006,297 50 | \$ 116,023,797 |

Amount of bonds issued during last year, and on what account was increase made? Net decrease, \$2,196,047

Balance of interest on United States subsidy bonds: \$14,317,717 42.

Amount of bonded debt per mile of road: \$71,402 50.

FLOATING DEBT.

| | |
|--|-----------------|
| Amount of debt not secured by mortgage..... | \$ 4,704,790 65 |
| Proportion of debt bonded and floating for Colorado | 22,053,412 81 |
| Total amount of paid-up stock and debt (not including the \$4,704,790 65 above) | 191,710,003 72 |
| Amount of stock and debt per mile of road.... | 107,153 44 |
| Amount and full description of bonds on branch or purchased lines not covering main line, December 31, 1884: | |

| NAME OF RAILWAY COMPANY. Mileage | STOCKS. | | BONDS. | |
|----------------------------------|-------------|--------------------|--------------|-----------------------------|
| | Outstanding | Owned by Union Pac | Outstanding | Owned by Union Pac. |
| Omaha & Republican Valley.. | 37.45 | \$ 926,500 | \$ 926,500 | \$ 1,853,000 * \$ 1,851,000 |
| Omaha, Niobrara & Bl'k Hills | 97.94 | 977,000 | 977,000 | 977,000 |
| Marysville and Blue Valley ... | 12.80 | 64,000 | 64,000 | 128,000 |
| Echo and Park City..... | 32.27 | 480,000 | 480,000 | 480,000 |
| Utah and Northern | 461.96 | 5,543,000 | 4,816,400 | 5,543,000 † 4,968,000 |
| Colorado Central | 327.07 | 6,230,000 | 6,220,000 | 4,768,000 ‡ 4,607,000 |
| Denver, South Park & Pacific | 320.70 | 5,132,500 | 5,132,500 | 3,289,000 § 1,896,000 |
| Lawrence and Emporia | 31.00 | 465,000 | 465,000 | 465,000 |
| Salina and Southwestern. | 36.00 | 288,400 | 231,700 | 540,000 |
| Kansas Central | 167.33 | 1,348,000 | 1,313,400 | 1,348,000 |
| Denver, Western and Pacific. | 20.06 | 1,000,000 | 762,500 | 1,000,000 |
| Central Branch Union Pacific | 100.00 | 1,000,000 | 858,700 | 3,829,000 |
| Nevada Central | 93.50 | 1,000,000 | 959,500 | 1,000,000 |
| Salt Lake and Western. | 57.50 | 1,080,000 | 1,080,000 | 1,080,000 |
| Greeley, Salt Lake & Pacific.. | 53.89 | 808,500 | 808,500 | 808,000 |
| Oregon Short Line | 595.96 | 12,116,000 | 6,058,000 | 12,116,000 |
| Junction City & Ft Kearney.. | 70.45 | 977,100 | * 720,000 | 970,000 |
| Solomon | 57.04 | 1,108,800 | * 1,000,500 | 575,000 |
| Denver and Boulder Valley... | 27.00 | 70,000 | * 17,000 | 550,000 |
| Golden, Boulder and Caribou | 6.10 | 60,000 | * 60,000 | 60,000 |
| Total | 2,825.98 | \$41,465,100 | \$33,020,700 | \$41,390,000 \$22,293,000 |

* \$721,000 in 5 per cent. coll. trust, and \$1,092,688 in 6 per cent. coll. trust.

† \$2,351,000 in 5 per cent. coll. trust, and \$2,518,000 in 6 per cent. coll. trust.

‡ \$1,474,000 in 5 per cent. coll. trust, and \$2,220,000 in 6 per cent. coll. trust.

§ \$1,896,000 in 5 per cent. coll. trust.

Held in trust by Messrs. Gould and Sage.

COST OF ROAD.

| | |
|---|------------------|
| Cost of construction, entire line, to June 30, 1885..... | \$159,092,996 62 |
| Cost of construction in Colorado..... | 25,884,464 11 |
| Average cost of road per mile ($1,832\frac{45}{100}$ miles)..... | 86,819 83 |
| Is your construction account closed? No. | |
| If the road was not built by the present owners, state cost of road to them | 159,092,996 62 |
| The value of all other property owned by the corporation (excluding all resources deducted from unfunded debt and also excluding its unsold lands)..... | 65,009,015 86 |

COST OF EQUIPMENT.

INCLUDED IN COST OF ROAD AND FIXTURES.

| | |
|--|--------------|
| Average cost of road and equipment per mile in Colorado..... | \$ 86,819 83 |
|--|--------------|

PROPERTY ACCOUNTS.

CHARGES AND CREDITS TO NEW CONSTRUCTION, NEW EQUIPMENT
AND COST OF ROAD AND FIXTURES DURING THE YEAR.

| NEW CONSTRUCTION. | |
|--|---------------|
| Grading..... | \$ 11,156 37 |
| Bridging, masonry and culverts..... | 4,335 16 |
| Land and right of way..... | 6,779 00 |
| Passenger and freight stations, coal chutes and water stations..... | 17,693 85 |
| Engine houses, car sheds and turn-tables..... | 11,302 47 |
| Machine shops, including machinery and tools..... | 13,243 18 |
| Engineering, agencies, salaries and other expenses during construction ... | 449 77 |
| Side track..... | 385 16 |
| Oil and paint house..... | 866 54 |
| Water supply..... | 358 83 |
| Eating house..... | 1,600 00 |
| General expenses..... | 247 55 |
| Double track extension..... | 77,541 48 |
| Total for construction..... | \$ 123,637 62 |

PROPERTY ACCOUNTS.

(CONTINUED.)

| NEW EQUIPMENT. | NUMBER. | COST. |
|--|---------|-----------------|
| Locomotives—Brakes on..... | ..... | \$ 23,542 63 |
| Transfer trucks..... | 11 | 1,741 30 |
| Passenger car..... | 1 | 6,105 67 |
| Brakes on passenger cars..... | ..... | 324 92 |
| Freight and other cars..... | 62 | 31,150 28 |
| Brakes on freight cars..... | ..... | 55,090 06 |
| Steam derrick, complete..... | 1 | 9,188 00 |
| Total for equipment..... | ..... | \$ 127,142 86 |
| Other expenditures charged to cost of road and fixtures..... | ..... | \$ 1,310,352 03 |
| Total expenditures charged to these accounts..... | ..... | \$ 1,561,132 51 |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)..... | ..... | ..... |
| Locomotives, depreciation..... | 4 | \$ 33,200 00 |
| Cars, depreciation..... | 220 | 163,083 00 |
| Net addition to new construction, new equipment and cost of road and fixtures account for the year..... | ..... | \$ 1,364,849 51 |

DESCRIPTION OF ROAD.

| | MILES. | |
|--|--------------|---------------------|
| | ENTIRE LINE. | LENGTH IN COLORADO. |
| Length of main line of road from Council Bluffs, Iowa, to Ogden, Utah. (Union division)..... | 1,048.94 | 8.84 |
| Length of double-track on main line..... | 5.20 | |
| BRANCHES AND DIVISIONS. | | |
| From Kansas City, Mo., to Denver, Colo., Kansas Division ... | 643.51 | 194.34 |
| From Leavenworth, Kan., to Lawrence, Kan., Leavenworth branch..... | 34.00 | |
| From Denver, Colo., to Cheyenne, Wy., Cheyenne Division.... | 106.00 | 94.06 |
| Total length of main line and branches (Consolidated Union Pacific Railway)..... | 1,832.45 | 298.14 |

DESCRIPTION OF ROAD.

(CONTINUED.)

| | MILES. | |
|---|-----------------------|---------------------|
| | ENTIRE LINE. | LENGTH IN COLORADO. |
| Aggregate length of sidings and other track not above | 354.30 | 44.00 |
| Aggregate length of track computed as single track, exclusive of sidings..... | 1,837.65 | 298.14 |
| Number of miles of iron rail..... | 228.35 | 107.54 |
| Number of miles of steel rail..... | 1,609.30 | 190.60 |
| [Weight per yard, steel, 52, 56, 59, 60 and 60½ lbs.] | | |
| [Weight per yard, iron, 50 and 56 lbs.] | | |
| Gauge of track, 4 feet 8½ inches | | |
| Number of miles of telegraph owned by this company: 1, 814 75; 779 75 miles poles jointly with Western Union Telegraph Co.: In Colorado, 298 miles. | | |
| Grade—maximum per mile..... | 76 feet | |
| Longest maximum | 5,000 feet | |
| Curvature—shortest radius | 942 29 feet | |
| Aggregate length of all radii..... | 233,142 feet | |
| Aggregate length of tangents..... | 245 miles, 1,467 feet | |
| If any of the road was first opened for operation during the past year state the date..... | None | |
| Total miles of road operated by this Company..... | 1,832.45 | 298.14 |

STATIONS.

| | ENTIRE LINE. | IN COLORADO. |
|---|--------------|--------------|
| Number of stations on all roads owned by this company | 305 | 45 |
| Number of stations on all roads operated by this company..... | 305 | 45 |
| Number of "common points"..... | 25 | 4 |
| Number of telegraph offices in stations..... | 169 | 25 |

EMPLOYÉS.

Our records do not enable us to furnish this information prior to January 1, 1885 We will be able to furnish it in next report

BRIDGES IN COLORADO.

| | NO. | AGGREGATE LENGTH. |
|---|-----|----------------------|
| BRIDGES IN COLORADO. | | |
| Wooden truss bridges..... | 1 | 352 feet |
| Wooden trestle and pile | 254 | 15,109 feet |
| BOX CULVERTS IN COLORADO. | | |
| Timber | 52 | |
| Stone | 13 | |
| CATTLE GUARDS. | | |
| Number in Colorado..... | 28 | |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) | | 56,326 feet |
| Amount of piling used in renewals of wooden bridges during the year (lineal feet)..... | | 3,310 feet |
| Amount of trestle work replaced with earth during the year (lineal feet)..... | | 32 feet |
| Timber culverts replaced with timber..... | 1 | |

BRIDGES BUILT WITHIN THE YEAR IN COL-
ORADO.

| LOCATION | Kind | Material. | When built. | Length in feet. |
|---------------------------------|-----------|-----------|---------------|--------------------|
| 533 miles from Kansas City... | Trestle.. | Oak..... | Oct. 1884.... | 16 feet |
| 529 6 miles from Kansas City.. | Trestle.. | Oak..... | Oct. 1884.... | 16 feet |
| 533 6 miles from Kansas City... | Trestle.. | Oak..... | Oct. 1884.... | 48 feet |
| 340 2 miles from Kansas City.. | Trestle.. | Oak..... | Sept., 1884.. | 31 feet |
| 564 8 miles from Kansas City.. | Trestle.. | Oak..... | August, 1884 | 37 feet |
| 555.5 miles from Kansas City... | Trestle.. | Oak..... | July, 1884... | 16 feet |

Give the average number of years the trestle and pile bridges last on your road in Colorado :
10 years

Give the average number of years that wooden truss bridges last on your road in Colorado :
12 years.

ROAD-BED AND TRACK IN COLORADO.

| | |
|---|---------------|
| Number of track sections | 43 |
| Average length of sections | 6.75 miles |
| Average number of men in each section gang | 6 |
| Average number of ties per mile of road | 7,895 |
| Number of new ties laid in track during the year | 97,774 |
| Average number of new ties per mile of road | 328 |
| New rails laid in track during the year: Steel [$5,765\frac{1}{2}\frac{6}{10}$ tons]; miles, 60.91 | |
| Total track laid with new rail during the year | miles, 60.91. |
| Average life of iron rails on main line | 6.5 years |
| Average life of steel rails on main line | 12.5 years |
| Average life of ties | 6 years |
| Average life of joint fastenings | 12 years |
| Average life of frogs | 4 years |

CROSSINGS IN COLORADO.

What railroad crosses your road at grade, and at what locality:

Burlington and Missouri River at Sand Creek, 5 miles from Denver

Colorado Central at Nineteenth street, Denver.

| | |
|--|------|
| What railroads cross your road, either over or under, and at what locality | None |
| Number of highway crossings at grade | 108 |
| Number of highway crossings at which there are flagmen | 2 |

FENCING IN COLORADO.

| | |
|---|------|
| How many miles of your road in Colorado are fenced? | None |
|---|------|

ROLLING STOCK.

| | LEASED. | OWNED. | TOTAL. | AVERAGE LIFE IN YEARS. |
|--|---------|--------|--------|------------------------------|
| Number of passenger locomotives..... | | 57 | 57 | ..... |
| Number of freight locomotives | | 288 | 288 | ..... |
| Number of passenger cars..... | | 169 | 169 | ..... |
| Number of baggage, mail and ex- press cars..... | | 82 | 82 | ..... |
| Number of parlor and sleeping cars... | | 38 | 38 | ..... |
| Number of officers' cars | | 9 | 9 | ..... |
| Number of box freight cars | | 4,039 | 4,039 | ..... |
| Number of stock cars | | 892 | 892 | ..... |
| Number of platform and coal cars.... | | 1,846 | 1,846 | ..... |
| Number of other cars..... | | 324 | 324 | ..... |
| Total number of cars..... | | 7,399 | 7,399 | ..... |
| | | | | |
| Maximum weight of locomotives and tenders (coal and water)..... | | | | 90 tons |
| Average weight of locomotives and tenders (coal and water) ... | | | | 67 tons |
| Number of locomotives equipped with train brake | | | | 178 |
| Kind of brake..... | | | | Westinghouse Automatic Air |
| Maximum weight of passenger cars..... | | | | 34 tons |
| Average weight of passenger cars | | | | 26.5 tons |
| Number of cars equipped with air brake | | | | 1,753 |
| Kind of brake..... | | | | Westinghouse Automatic Air |
| Number of passenger cars equipped with Miller platform and buffer..... | | | | 322 |
| The amount of tonage that can be carried over your road, exclusive of cars by an engine of given weight: Weight of engine 54 tons without tender..... | | | | 352 tons |

MILEAGE, TRAFFIC, ETC.

| | |
|---|-----------|
| Miles run by passenger trains during the year ... | 2,239,289 |
| Miles run by freight trains during the year | 5,475,523 |
| Miles run by other trains during the year..... | 266,122 |
| Total train mileage..... | 7,980,934 |

CARS AND WEIGHT OF TRAINS.

| | |
|---|--------------|
| Average number of cars in passenger trains | 7.7 |
| Average weight of passenger trains, exclusive of passengers | 308,978 lbs. |
| Average number of cars in freight trains | 23 |
| Average weight of freight trains, exclusive of freight | 449,903 lbs |

PASSENGER TRAFFIC.

| | |
|--|--------------|
| Number of through passengers carried..... | 48,428 |
| Number of local passengers carried | 1,235,191 |
| Number of passengers carried east and south | 632,199 |
| Number of passengers carried west and north..... | 651,420 |
| Total number of passengers carried | 1,283,619 |
| Total passenger mileage, or passengers carried one mile... | 138,686,370 |
| Average distance traveled by each passenger..... | 108.04 miles |
| Average amount received from each passenger..... | \$ 3.097 |
| Average rate of fare per mile for all passengers..... | 2 866 cents |

FREIGHT TRAFFIC.

| | |
|--|-------------|
| Number of tons of through freight carried..... | 203,083 |
| Number of tons of local freight carried..... | 3,041,050 |
| Total tons of freight carried | 3,244,133 |
| Total mileage of through freight (tons carried one mile)..... | 210,969,943 |
| Total mileage of local freight (tons carried one mile)..... | 586,899,098 |
| Total freight mileage, or tons carried one mile | 797,869,041 |
| Average rate per ton per mile received for through freight | 1.25 cents |
| Average rate per ton per mile received for local freight..... | 1.56 cents |
| Average rate per ton per mile to move all freight..... | 1.48 cents |

CAR MILEAGE.

| | |
|--|----------------|
| Number of miles run by loaded freight cars east and south..... | 51,001,619 |
| Number of miles run by loaded freight cars west and north | 35,857,712 |
| Number of miles run by empty freight cars east and south..... | 6,624,603 |
| Number of miles run by empty freight cars west and north..... | 21,282,700 |
| Total freight car mileage | 114,701,643 |
| • Percentage of empty freight cars hauled east and south to all freight cars hauled east and south | 11.49 per cent |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 37.24 per cent |
| Percentage of empty freight cars hauled in Colorado to all freight cars hauled in Colorado | 24.12 per cent |

SPEED OF TRAINS IN COLORADO.

| | |
|--|--------------|
| Rate of speed of passenger trains, including stops, miles..... | 28 per hour |
| Rate of speed of freight trains, including stops, miles..... | 13½ per hour |

TONNAGE OF ARTICLES TRANSPORTED.

| | Tons. | Per Cent |
|---|-----------|----------|
| Grain..... | 792,559 | 24.43 |
| Flour | 87,616 | 2.70 |
| Provisions (beef, pork, lard, etc.) | 30,459 | .94 |
| Animals..... | 280,459 | 8.64 |
| Other agricultural products..... | 71,562 | 2.26 |
| Iron, lead and mineral products | 144,906 | 4.46 |
| Lumber and forest products | 365,496 | 11.26 |
| Coal | 816,469 | 25.16 |
| Plaster, lime and cement..... | 30,266 | .93 |
| Salt | 23,289 | .71 |
| Petroleum and oil..... | 30,343 | .93 |
| Steel and castings..... | 97,933 | 2.99 |
| Stone and brick | 62,007 | 1.91 |
| Manufactures—Articles shipped from point of production .. | 169,598 | 5.22 |
| Merchandise and other articles not enumerated above | 242,071 | 7.46 |
| Total tons carried | 3,244,133 | 100 |

TONNAGE OF ARTICLES TRANSPORTED.

IN COLORADO.

Cannot furnish this prior to January 1, 1885. We will be able to furnish it in our next report.

ANALYSIS OF EARNINGS.

| | | | |
|--|-------|------------------|-----------------|
| Earnings—Passenger—From local passengers | ..... | [\$2,599,527 27] | |
| From through passengers..... | ..... | [ 1,311,746 91] | |
| From excess baggage..... | ..... | [ 63,804 46] | |
| From all passengers..... | ..... |  | \$ 3,975,078 64 |
| From express and baggage..... | ..... |  | 598,887 78 |
| From mails ..... | ..... |  | 665,419 90 |
| Total earnings passenger department ..... | ..... |  | \$ 5,239,386 32 |
| Total passenger earnings in Colorado (including mails and express) | ..... |  | \$ 578,940 35 |
| Earnings per train mile [2,239,289 miles] | ..... | [\$2.34] | |
| Earnings per mile entire line ..... | ..... |  | \$ 2,859 22 |
| Earnings per mile in Colorado..... | ..... |  | 1,945 20 |
| Earnings—Freight—From local ..... | ..... | [\$8,903,395 03] | |
| From through ..... | ..... | [ 2,643,290 17] | |
| From other sources freight department..... | ..... | [ 2,454,912 14] | |
| Total earnings freight department ..... | ..... |  | \$12,001,597 34 |
| Total freight earnings in Colorado ..... | ..... |  | 1,448,733 73 |
| Earnings per train mile [5,475,523 miles]..... | ..... | [\$2.19] | |
| Earnings per mile entire line..... | ..... |  | 6,549 48 |
| Earnings per mile in Colorado. .... | ..... |  | 4,859 27 |
| Earnings per mile in mails, express and other sources..... | ..... |  | 689 95 |
| Earnings per mile in mails and express in Colorado..... | ..... |  | 374 29 |
| Total tariff earnings for the year ending June 30, 1885 ..... | ..... | } |  |
| Total pool earnings for the year ending June 30, 1885 ..... | ..... |  |  |
| (Pool earnings not kept separate, but are included in above passenger and freight earnings.) | | | |
| Total transportation earnings..... | ..... |  | \$17,240,983 66 |

ANALYSIS OF EARNINGS.

(CONTINUED.)

| | |
|--|-----------------|
| Earnings per train mile run from all trains earning revenue [7,714,812 miles]..... | [\$2.23] |
| Earnings per mile of road operated [1,832.45 miles]..... | [\$9,468 70] |
| Proportion of transportation earnings for Colorado..... | \$ 2,027,674 08 |
| Rents received for use of road..... | 137,218 70 |
| Rents received for use of stations, etc. | 32,804 41 |
| Earnings from all other sources | 417,932 33 |
| Telegraph earnings | [\$25,516 81] |
| Total earnings from all sources..... | \$17,828,939 10 |
| Proportion of earnings for Colorado..... | \$2,152,414 68 |

What per cent are the earnings in Colorado of the earnings of the entire line? 12.07

Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 33.12 to 100

EXPENSES OF OPERATING

THE ROAD FOR THE YEAR.

CLASS I.—MAINTENANCE OF WAY AND BUILDINGS.

| | |
|--|-----------------|
| Repairs of road-bed and track | \$ 1,044,139 95 |
| Renewal of rails..... | 279,595 74 |
| [Number tons laid, steel, 10,819 $\frac{2240}{10}$] | |
| [Number tons laid, iron 1,852 $\frac{1113}{10}$] | |
| Renewal of ties..... | 395,320 91 |
| [Number laid, 837,270.] | |
| Track rental..... | 477 00 |
| Repairs of bridges, including culverts..... | 139,572 88 |
| Repairs of fences, road crossings and cattle guards..... | 29,294 18 |
| Repairs of buildings, stations and water tanks.... | 150,418 36 |
| Total..... | \$ 2,044,819 02 |

EXPENSES OF OPERATING THE ROAD.

(CONTINUED.)

CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.

| | |
|---|-----------------|
| Repairs of locomotives..... | \$ 618,846 07 |
| Repairs of air brakes..... | 14,818 53 |
| Repairs of passenger cars, including sleepers ... | 204,786 36 |
| Repairs of freight cars..... | 431,619 70 |
| Total..... | \$ 1,333,070 66 |

CLASS III.—CONDUCTING TRANSPORTATION.

| | |
|--|-----------------|
| Fuel for locomotives, engine houses and shops..... | \$ 883,513 96 |
| Water supply..... | 86,862 05 |
| Oil and waste..... | 92,849 48 |
| Locomotive service..... | 901,600,66 |
| Passenger and freight train service..... | 778,284 84 |
| Passenger and freight train supplies..... | 86,408 62 |
| Mileage of passenger and freight cars (debit balance)..... | 38,167 76 |
| Telegraph expenses and maintenance..... | 63,516 15 |
| Damage and loss of freight and baggage..... | 13,209 70 |
| Damages to property and cattle..... | 56,226 48 |
| Agents and station service, including telegraph operators..... | 819,524 58 |
| Personal injuries..... | 39,060 16 |
| Station supplies..... | 50,115 79 |
| Total..... | \$ 3,909,340 43 |

GENERAL EXPENSES AND TAXES.

| | |
|---|-----------------|
| Salaries of general officers and clerks..... | \$ 52,651 22 |
| Legal expenses..... | 44,256 27 |
| Expenses of general offices..... | 31,089 71 |
| Stationery, printing and books..... | 98,711 48 |
| Outside agencies and advertising..... | 583,227 53 |
| Contingencies..... | 12,930 92 |
| Expenses of general offices in Boston and New York..... | 258,621 44 |
| Total taxes..... | 721,812 87 |
| Total..... | \$ 1,873,301 44 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------------------|
| Maintenance of way and buildings..... | \$ 2,044,819 02 |
| Maintenance of motive power and cars..... | 1,333,070 66 |
| Conducting transportation..... | 3,909,340 43 |
| General expenses, including taxes..... | 1,803,301 44 |
| Total operating expenses and taxes..... | \$ 9,090,531 55 |
| Operating expenses and taxes per mile of road operated (1,- 832.45 miles) | \$ 4,960 87 |
| Operating expenses and taxes per train mile for trains earning revenue (7,714,812 miles) | 1 17 ⁸ / ₁₀ |
| Proportion of operating expenses and taxes for Colorado | \$ 1,294,029 29 |
| Percentage of expenses to earnings | 50.98 |

EARNINGS DURING THE YEARS ENDING JUNE 30, 1884-5.
MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

| MONTHS. | FREIGHT. | PASSENGERS. | ALL OTHER SOURCES. | TOTAL. | + INCREASE OR - DECREASE. | NET EARNINGS | PERCENTAGE. |
|-----------------|------------------|-----------------|--------------------|------------------|---------------------------------|-----------------|-------------|
| 1883 | | | | | | | |
| July | \$ 1,186,894 83 | \$ 449,772 10 | \$ 216,115 27 | 1,852,782 26 | ..... | \$ 1,028,918 20 | ..... |
| August | 1,219,534 71 | 395,742 67 | 187,074 62 | 1,802,432 02 | ..... | 894,564 96 | ..... |
| September | 1,442,667 97 | 502,799 31 | 167,234 96 | 2,112,702 24 | ..... | 1,149,036 81 | ..... |
| October | 1,527,811 09 | 414,070 74 | 179,814 45 | 2,121,696 28 | ..... | 1,070,301 36 | ..... |
| November | 1,366,206 29 | 367,111 38 | 158,051 63 | 1,891,379 36 | ..... | 824,534 10 | ..... |
| December | 1,044,215 78 | 331,280 42 | 300,759 40 | 1,676,255 60 | ..... | 733,486 98 | ..... |
| 1884 | | | | | | | |
| January | 659,713 26 | 250,032 29 | 140,214 57 | 1,049,960 12 | ..... | 249,047 69 | ..... |
| February | 721,067 56 | 206,531 75 | 111,007 35 | 1,038,606 66 | ..... | 315,810 11 | ..... |
| March | 883,067 87 | 305,577 95 | 119,375 47 | 1,308,021 29 | ..... | 604,242 73 | ..... |
| April | 919,368 59 | 306,938 20 | 138,545 22 | 1,454,852 01 | ..... | 566,959 67 | ..... |
| May | 937,661 86 | 385,521 10 | 146,813 58 | 1,470,296 54 | ..... | 758,872 41 | ..... |
| June | 659,738 46 | 443,129 77 | 195,611 32 | 1,298,479 55 | ..... | 623,817 42 | ..... |
| Totals | \$ 12,568,348 27 | \$ 4,448,517 76 | \$ 2,060,617 99 | \$ 11,077,483 93 | ..... | \$ 8,817,592 44 | 46.22 |

| | | | | | | | |
|------------------------------|------------------|-----------------|-----------------|------------------|-------|-----------------|-------|
| July.....1884..... | \$ 1,115,203 94 | \$ 426,460 17 | \$ 201,179 49 | \$ 1,742,843 60 | ..... | \$ 1,136,750 88 | ..... |
| August..... | 1,100,370 98 | 382,150 26 | 177,572 96 | 1,660,094 20 | ..... | 979,165 02 | ..... |
| September..... | 1,209,395 35 | 401,252 73 | 155,115 43 | 1,765,763 51 | ..... | 956,000 39 | ..... |
| October..... | 1,308,434 08 | 397,075 15 | 156,034 68 | 1,861,543 91 | ..... | 1,096,422 92 | ..... |
| November..... | 1,164,940 79 | 328,786 54 | 156,382 91 | 1,650,110 24 | ..... | 729,341 25 | ..... |
| December.....1885 | 981,047 89 | 289,141 21 | 392,417 10 | 1,662,606 20 | ..... | 856,454 04 | ..... |
| January..... | 795,814 72 | 230,856 93 | 83,808 98 | 1,110,480 63 | ..... | 450,450 17 | ..... |
| February..... | 722,346 98 | 194,765 12 | 81,113 88 | 998,225 98 | ..... | 361,007 05 | ..... |
| March..... | 998,263 93 | 230,310 95 | 95,342 00 | 1,323,916 88 | ..... | 615,440 45 | ..... |
| April..... | 878,649 96 | 328,411 06 | 112,710 18 | 1,319,771 20 | ..... | 531,915 75 | ..... |
| May..... | 921,048 39 | 364,627 45 | 112,876 37 | 1,398,552 21 | ..... | 582,129 79 | ..... |
| June..... | 846,080 33 | 401,241 07 | 127,709 14 | 1,375,030 54 | ..... | 443,329 84 | ..... |
| Totals..... | \$ 12,001,597 34 | \$ 3,975,078 64 | \$ 1,852,263 12 | \$ 17,828,939 10 | ..... | \$ 8,738,407 55 | 49 02 |
| Proportion for Colorado..... | 1,448,733 73 | 467,349 70 | 236,331 25 | 2,152,414 68 | ..... | 858,385 39 | 39 88 |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES--ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR -- DECREASE | EXCESS OF EXPENSES. | PERCENTAGE. |
|----------------|-------------------------------|--------------|----------|------------------|---------------------------------|------------------------|-------------|
| 1883. | | | | | | | |
| July..... | | | | \$ 823,864 06 | ..... | ..... | ..... |
| August..... | | | | 907,887 06 | ..... | ..... | ..... |
| September..... | | | | 963,665 43 | ..... | ..... | ..... |
| October..... | | | | 1,051,394 92 | ..... | ..... | ..... |
| November..... | | | | 1,066,845 26 | ..... | ..... | ..... |
| December..... | | | | 942,768 62 | ..... | ..... | ..... |
| 1884. | | | | | | | |
| January..... | | | | 800,912 43 | ..... | ..... | ..... |
| February..... | | | | 722,796 55 | ..... | ..... | ..... |
| March..... | | | | 705,778 56 | ..... | ..... | ..... |
| April..... | | | | 887,892 34 | ..... | ..... | ..... |
| May..... | | | | 711,424 13 | ..... | ..... | ..... |
| June..... | | | | 674,662 13 | ..... | ..... | ..... |
| Totals..... | | | | \$ 10,259,891 49 | ..... | ..... | 53.78 |

| Month | 1884 | 1885 | Totals | Proportion for Colorado |
|-------------------------|------------|--------------|--------------|-------------------------|
| July | 606,092 72 | 680,929 18 | 809,763 12 | 765,120 99 |
| August | 680,929 18 | 809,763 12 | 765,120 99 | 920,768 99 |
| September | 809,763 12 | 765,120 99 | 920,768 99 | 806,152 16 |
| October | 765,120 99 | 920,768 99 | 806,152 16 | 660,030 46 |
| November | 920,768 99 | 806,152 16 | 660,030 46 | 637,218 93 |
| December | 806,152 16 | 660,030 46 | 637,218 93 | 708,476 43 |
| January | 660,030 46 | 637,218 93 | 708,476 43 | 787,855 45 |
| February | 637,218 93 | 708,476 43 | 787,855 45 | 816,422 42 |
| March | 708,476 43 | 787,855 45 | 816,422 42 | 891,760 70 |
| April | 787,855 45 | 816,422 42 | 891,760 70 | 9,090,531 55 |
| May | 816,422 42 | 891,760 70 | 9,090,531 55 | 1,294,029 29 |
| June | 891,760 70 | 9,090,531 55 | 1,294,029 29 | |
| Totals | 50,98 | 60,12 | | |
| Proportion for Colorado | | | | |

EXPENSES DURING THE YEARS ENDING JUNE 30, 1884-5.

MONTHLY EXPENSES—ENTIRE LINE.

| MONTHS. | CONDUCTING TRANSPORTATION. | MAINTENANCE. | GENERAL. | TOTAL. | + INCREASE OR - DECREASE | EXCESS OF EXPENSES. | PERCENTAGE. |
|----------------|-------------------------------|--------------|----------|------------------|--------------------------------|------------------------|-------------|
| 1883. | | | | | | | |
| July..... | | | | \$ 823,864 06 | ..... | ..... | ..... |
| August..... | | | | 997,887 06 | ..... | ..... | ..... |
| September..... | | | | 963,665 43 | ..... | ..... | ..... |
| October..... | | | | 1,051,394 92 | ..... | ..... | ..... |
| November..... | | | | 1,066,845 26 | ..... | ..... | ..... |
| December..... | | | | 942,768 62 | ..... | ..... | ..... |
| 1884. | | | | | | | |
| January..... | | | | 800,912 43 | ..... | ..... | ..... |
| February..... | | | | 722,796 55 | ..... | ..... | ..... |
| March..... | | | | 705,778 56 | ..... | ..... | ..... |
| April..... | | | | 887,892 34 | ..... | ..... | ..... |
| May..... | | | | 711,424 13 | ..... | ..... | ..... |
| June..... | | | | 674,662 13 | ..... | ..... | ..... |
| Totals..... | | | | \$ 10,259,891 49 | ..... | ..... | 53.78 |

GENERAL EXHIBIT.

| | |
|--|--|
| Total earnings | \$17,528,939 10 |
| Total expenses, including taxes | 9,090,531 55 |
| Net earnings | 8,738,407 55 |
| Company sinking fund requirements..... | 595,535 00 |
| Taxes and expenses, union division land department | 45,337 35 |
| Loss in operating Leavenworth, Topeka and Southwestern Railway | 21,578 02 |
| United States sinking fund requirements..... | 1,134,395 71 |
| Interest accruing during the year (on funded debt)..... | 5,332,115 38 |
| Interest on floating debt..... | } No account is kept of this but it will not vary much from the amount actually paid |
| Interest paid on floating debt.. | |
| Dividends declared | None |
| Interest falling due during the year and not paid : All interest as it accrues is charged in the accounts as paid ; if not paid it is carried as floating debt. | |
| Floating debt liquidated during the year..... | 3,112,091 32 |
| Balance for the year (excluding land and trust income) | 3,556,518 51 |
| Balance at commencement of the year (excluding land and trust income)..... | 7,616,122 92 |
| Balance at the close of the year ending June 30, 1885, (excluding land and trust income) | 11,172,641 42 |
| Corrected balance June 30, 1885, (excluding land and trust income)..... | 9,515,121 23 |

*NOTE—These earnings are subject to a deduction of \$74,933 07, on account of United States Government mail disallowances July 1 to December 31, 1884, an adjustment entry having been made in income account in books at Boston office.

INCOME ACCOUNT.

| | |
|--|------------------|
| Income from earnings (gross) | \$ 17,828,939 10 |
| Income from stock owned of connecting or other roads and companies | 548,288 80 |
| Income from bonds owned of connecting or other roads, etc | 1,098,550 00 |
| Income from stock held of your own road | 5 25 |
| Income from bonds held of your own road..... | 159,910 00 |
| Income from lands sold or leased during the year | 8,428 87 |
| Income from bonds and stock of other railroad companies held in trust | 325,255 00 |
| Income from other sources | 124,845 82 |
| Total income from all sources for the year..... | \$ 20,094,222 84 |
| Proportion of income for Colorado | \$ 3,269,701 76 |

GENERAL RECAPITULATION.

| | |
|--|---|
| Total income | \$20,094,222 84 |
| Total operating expenses and taxes | 9,090,531 55 |
| Net income above operating expenses and taxes | 11,003,691 29 |
| Net income above operating expenses, taxes, interest, etc , on this form | \$3,556,518 51 |
| Gross income per train mile run [7,714,812 miles].. | [\$ 2 60 ⁸ / ₁₀] |
| Net income per train mile run [7,714,812 miles] | 46 ¹ / ₁₀ |
| Percentage of net income to cost of road and eqmipment | .02 ²⁴ / ₁₀₀ |

SURPLUS.

| | |
|---|------------------|
| Surplus at the commencement of the year (including land contracts, land, cash, etc) | \$ 18,915,713 86 |
| Surplus at the close of the year (including land contracts, land, cash, etc) .. | 26,486,886 27 |
| The amount invested in railroad stocks. | |

Give the name of each road and the number of shares owned in each of them, and the par value of each, the name of each road and the amount invested in the bonds of each

MISCELLANEOUS STOCKS

OWNED DECEMBER 31, 1884

| NAME. | RATE OF PAR. | PAR VALUE. |
|---|--------------|---------------|
| Occidental and Oriental Steamship Company (\$ 5,000,000 subscribed, 3 per cent. paid) | 100 | \$ 150,000 00 |
| Nevada Improvement Company..... | 100 | 5,000 00 |
| Kansas Central Elevator Company..... | 100 | 25,000 00 |
| Union Elevator Company, Omaha | 100 | 80,100 00 |
| Kansas Carbon Company | 100 | 250,000 00 |
| St. Joseph Union Depot Company | 100 | 1,000 00 |

MISCELLANEOUS STOCKS.

(CONTINUED)

| NAME. | RATE OF PAR. | PAR VALUE. |
|--|--------------|-----------------|
| Union Depot Company, Kansas City..... | 100 | 21,000 00 |
| Topeka Iron Company | 100 | ..... |
| Bakerville and Leadville Toll Road Company..... | 25 | 8,000 00 |
| Council Bluffs Street Railway Company..... | 25 | 45,625 00 |
| St. Louis and Mississippi Valley Transportation Company. | 100 | 116,000 00 |
| Kansas and Eastern Railroad Construction Company | 100 | 230,000 00 |
| Union Coal Company..... | 100 | 138,500 00 |
| National Land Company | 100 | 9,500 00 |
| Bozeman Coal Company..... | 100 | 96,000 00 |
| Total..... | | \$ 1,175,725 00 |

MISCELLANEOUS BONDS OWNED DECEMBER
31, 1884.

| | RATE OF PAR. | RATE OF INTEREST. | PAR VALUE. |
|--|-----------------|----------------------|-------------|
| Council Bluffs Street Railway Company..... | 1,000 | 8 | \$ 1,000 00 |
| National Mining and Industrial Association, Colorado | 500 | 8 | 10,000 00 |
| McPherson City, Kansas..... | 500 | 7 | 2,000 00 |
| Lenora Township, Kansas..... | 1,000 | 8 | 15,000 00 |
| Solomon Township, Kansas..... | 1,000 | 8 | 10,000 00 |
| Starr Township, Kansas..... | 500 | 7 | 10,000 00 |
| Belleville Township, Kansas | 500 | 7 | 20,000 00 |
| Freedom Township, Kansas | 500 | 7 | 15,000 00 |
| North Loup Precinct, Nebraska.. | 1,000 | 7 | 4,000 00 |
| Scotia Precinct, Nebraska | 1,000 | 7 | 5,000 00 |
| Schuyler Precinct, Nebraska..... | 1,000 | 6 | 20,000 00 |
| Clyde City, Kansas..... | 100 | ..... | ..... |
| Buena Vista Land Company..... | 100 | ..... | ..... |
| Totals | | | 112,000 00 |

SUMMARY.

| | |
|---------------------------|-----------------|
| Par value of bonds..... | \$ 112,000 00 |
| Par value of stocks..... | 1,175,725 00 |
| Total par value..... | \$ 1,287,725 00 |
| Cost to the company | \$ 752,534 98 |

LIST OF UNDERLYING BONDS

HELD IN THE SIX PER CENT. COLLATERAL TRUST, DECEMBER 31, 1884

| NAME. | AMOUNT. |
|---|-----------------|
| Utah and Northern Railway Company bonds | \$ 2,518,000 00 |
| Colorado Central Railroad Company bonds..... | 2,220,000 00 |
| Omaha and Republican Valley Railroad Company's bonds..... | 1,092,000 00 |
| Total..... | \$ 5,830,000 00 |

The amount of Union Pacific six per cent. collateral trust bonds outstanding against the above is \$4,662,000—about eighty per cent. of the sum of the underlying bonds as authorized by the mortgage.

LIST OF UNDERLYING BONDS

HELD IN THE FIVE PER CENT. COLLATERAL TRUST, DECEMBER 31, 1884.

| | |
|--|-----------------|
| Colorado Central Railroad Company's bonds..... | \$ 1,474,000 00 |
| Utah and Northern Railroad Company's bonds.... | 2,351,000 00 |
| Omaha and Republican Valley Railroad Company's bonds..... | 721,000 00 |
| Utah Southern Railroad Company's extension bonds..... | 97,000 00 |
| Denver, South Park and Pacific Railroad Company's bonds..... | 1,896,000 00 |
| Total..... | \$ 6,539,000 00 |

The above, at ninety per cent., authorize an issue of \$5,885,000 collateral trust bonds, of which \$3,719,000 only are outstanding, the balance, \$2,166,000, being held by the company and not included in the funded debt.

STOCK OF OTHER RAILROAD COMPANIES.

OWNED DECEMBER 31, 1884.

| NAME OF RAILWAY COMPANY. | Rate of par. | Par value. |
|--|--------------|-----------------|
| Omaha and Republican Valley Railroad Company..... | 100 | \$ 926,500 00 |
| Omaha, Niobrara and Black Hills Railroad Company.. .. | 100 | 977,000 00 |
| St. Joseph and Western Railroad Company.. .. | 100 | 1,536,200 00 |
| St. Joseph Bridge Building Company..... | 100 | 500,000 00 |
| Marysville and Blue Valley Railroad Company | 100 | 64,000 00 |
| Echo and Park City Railway Company..... | 100 | 480,000 00 |
| Utah and Northern Railway Company. | 100 | 4,816,400 00 |
| Colorado Central Railroad Company | 100 | 6,229,000 00 |
| Colorado Central Railroad Company (Wyoming)..... | 100 | 130,000 00 |
| Denver, South Park and Pacific Railroad Company.. .. | 100 | 6,042,500 00 |
| Lawrence and Emporia Railroad Company | 100 | 465,000 00 |
| Salina and Southwestern Railroad Company | 100 | 231,700 00 |
| Kansas Central Railroad Company | 100 | 1,313,400 00 |
| Denver, Western and Pacific Railway Company..... | 100 | 762,500 00 |
| Central Branch Union Pacific Railroad Company | 100 | 858,700 00 |
| Atchison, Colorado and Pacific Railroad Company..... | 100 | 124,600 00 |
| Nevada Central Railway Company | 100 | 959,500 00 |
| Manhattan, Alma and Burlingame Railroad Company..... | 100 | 418,650 00 |
| Utah Central Railway Company | 100 | 1,886,900 00 |
| Loveland Pass Mining and Railroad Tunnel Company..... | 20 | 4,800 00 |
| Salt Lake and Western Railway Company | 100 | 1,080,000 00 |
| Salt Lake and Western Railway Company (Nevada)..... | 100 | 50,000 00 |
| Leavenworth, Topeka and Southwestern Railway Company..... | 100 | 555,900 00 |
| Manhattan and Blue Valley Railroad Company..... | 100 | 44,341 98 |
| Utah and Nevada Railway Company | 100 | 438,500 00 |
| Colorado Western Railroad Company | 100 | 9,100 00 |
| Gray's Peak, Snake River and Leadville Railroad Company..... | 100 | 6,000 00 |
| Montana Railway Company | 100 | 60,000 00 |
| Greeley, Salt Lake and Pacific Railway Company..... | 100 | 808,500 00 |
| Oregon Short Line Railway Company..... | 100 | 6,314,000 00 |
| Total ..... | ..... | \$38,093,691 98 |

LIST OF BONDS

OF OTHER RAILROAD COMPANIES, OWNED DECEMBER 31, 1884.

| NAME. | RATE OF PAR. | RATE OF INTEREST. | PAR VALUE. |
|--|--------------|-----------------------|-----------------|
| Omaha and Republican Valley Railroad Co. | \$ 1,000 | 7 $\frac{7}{8}$ cent. | \$ 1,851,000 00 |
| Omaha, Niobrara and Black Hills R. R. Co. | 1,000 | 7 $\frac{7}{8}$ cent. | 977,000 00 |
| St. Joseph and Pacific R. R. Co., 1st mort. | 100 | 7 $\frac{7}{8}$ cent. | 1,303,369 00 |
| | 500 | | |
| | 1,000 | | |
| Kansas and Nebraska R'y Co., 1st mortgage | 100 | 7 $\frac{7}{8}$ cent. | 1,114,661 40 |
| | 500 | | |
| | 1,000 | | |
| Kansas and Nebraska R'y Co., 2d mortgage | 100 | 7 $\frac{7}{8}$ cent. | 24,700 00 |
| | 500 | | |
| | 1,000 | | |
| St. Joseph Bridge Building Company | 1,000 | 7 $\frac{7}{8}$ cent. | 734,000 00 |
| Marysville and Blue Valley Railroad Co..... | 1,000 | 7 $\frac{7}{8}$ cent. | 125,000 00 |
| Echo and Park City Railway Company | 1,000 | 6 $\frac{7}{8}$ cent. | 450,000 00 |
| Utah and Northern Railway Company..... | 1,000 | 7 $\frac{7}{8}$ cent. | 4,968,000 00 |
| Colorado Central Railroad Company | 1,000 | 7 $\frac{7}{8}$ cent. | 4,627,000 00 |
| Denver, South Park and Pacific R. R. Co.. | 1,000 | 6 $\frac{7}{8}$ cent. | 2,089,000 00 |
| Kansas Central Railroad Company | 1,000 | 6 $\frac{7}{8}$ cent. | 1,102,000 00 |
| Denver, Western and Pacific Railway Co.. | 1,000 | 7 $\frac{7}{8}$ cent. | 634,000 00 |
| Atchison, Colorado and Pacific Railroad Co., | 1,000 | 6 $\frac{7}{8}$ cent. | 508,000 00 |
| Nevada Central Railway Company | 1,000 | 8 $\frac{7}{8}$ cent. | 250,000 00 |
| Manhattan, Alma & Burlingame R. R. Co. | 1,000 | 6 $\frac{7}{8}$ cent. | 339,000 00 |
| Utah Southern Railroad Co. Extension | 1,000 | 7 $\frac{7}{8}$ cent. | 982,000 00 |
| Loveland Pass Mining & R. R. Tunnel Co., | 500 | 7 $\frac{7}{8}$ cent. | 400,000 00 |
| Salt Lake and Western Railway Company.. | 1,000 | 6 $\frac{7}{8}$ cent. | 1,080,000 00 |
| St. Louis, Council Bluffs & Omaha R. R. Co. | 500 | 6 $\frac{7}{8}$ cent. | 19,500 00 |
| | 1,000 | | |
| Wasatch and Jordan Valley Railroad Co ... | 500 | ..... | 10,000 00 |
| Hastings and Grand Island Railroad Co..... | 1,000 | 7 $\frac{7}{8}$ cent. | 375,000 00 |
| Greeley, Salt Lake and Pacific R'y Co..... | 1,000 | 7 $\frac{7}{8}$ cent. | 808,000 00 |
| Oregon Short Line Railway Company..... | 1,000 | 6 $\frac{7}{8}$ cent. | 2,195,000 00 |
| Totals..... | ..... | ..... | \$27,839,230 40 |

SUMMARY.

| | |
|--------------------------------|------------------|
| Par value of bonds..... | \$27,839,230 40 |
| Par value of stocks..... | 38,093,691 98 |
| Total par value | \$65,932,922 38 |
| Cost as per balance sheet..... | \$36,1746,790 64 |

LIST OF STOCKS

OF OTHER COMPANIES HELD BY THE TRUSTEES OF THE KANSAS
PACIFIC CONSOLIDATED MORTGAGE, DEC 31, 1884.

| NAME. | RATE OF PAR | PAR VALUE. |
|---|-------------|-----------------|
| Junction City and Fort Kearney Railway Company..... | \$ 100 | \$ 720,000 00 |
| Golden, Boulder and Caribou Railway Company | 100 | 60,000 00 |
| Solomon Railroad Company | 50 | 1,000,500 00 |
| Denver and Boulder Valley Railroad Company | 100 | 17,000 00 |
| National Land Company | 100 | 94,800 00 |
| Total..... | | \$ 1,892,300 00 |

LIST OF BONDS

OF OTHER RAILROAD COMPANIES HELD BY THE TRUSTEES OF THE
KANSAS PACIFIC CONSOLIDATED MORTGAGE, DEC. 31, 1884.

| NAME. | RATE OF PAR | RATE OF INTEREST. | PAR VALUE. |
|---|-------------|-----------------------|-----------------|
| Junction City and Fort Kearney Railway Co ... | \$ 1,000 | 7 $\frac{3}{4}$ cent. | \$ 970,000 00 |
| Golden, Boulder and Caribou Railway Co | 1,000 | 8 $\frac{3}{4}$ cent. | 60,000 00 |
| Solomon Railroad Company..... | 1,000 | 6 $\frac{3}{4}$ cent. | 575,000 00 |
| Denver and Boulder Valley Railroad Co. | 1,000 | 7 $\frac{3}{4}$ cent. | 548,000 00 |
| Lawrence and Emporia Railroad Company | 1,000 | 6 $\frac{3}{4}$ cent. | 465,000 00 |
| Salina and Southwestern Railway Company..... | 1,000 | 6 $\frac{3}{4}$ cent. | 540,000 00 |
| Total | | | \$ 3,158,000 00 |

SUMMARY.

| | |
|---------------------------------|-----------------|
| Bonds at par..... | \$ 3,158,000 00 |
| Stocks at par | 1,842,300 00 |
| Total | \$ 5,000,300 00 |
| Cost as per balance sheet | \$ 3,215,200 00 |

STATEMENT OF THE SINKING FUND

OF THE UNION PACIFIC RAILROAD COMPANY, ESTABLISHED IN THE
TREASURY OF THE UNITED STATES, UNDER THE ACT OF MAY 7,
1878, TO DECEMBER 31, 1884

| | |
|--|-----------------|
| Moneys withheld for transportation services, and carried to the credit of the sinking fund..... | \$ 3,540,971 58 |
| Cash paid by the Company..... | 788,173 43 |
| Interest collected on bonds held in the sinking fund..... | 176,085 40 |
| Total | \$ 4,506,130 47 |
| United States 3 per cent. bonds..... | \$ 960,450 00 |
| United States 4 per cent. bonds | 32,650 00 |
| United States 6 per cent. bonds | 631,000 00 |
| Premiums paid on bonds bought for the sinking fund | 172,990 44 |
| Balance in the sinking fund, uninvested..... | 2,973,040 03 |
| Total..... | \$ 4,506,130 47 |

FUND RELATING TO THE

UNION PACIFIC RAILROAD COMPANY'S LAND GRANT BONDS.

| | |
|--|-----------------|
| Amount of bonds issued | \$10,400,000 00 |
| Cancelled to December 31, 1883 | \$ 5,811,000 00 |
| Cancelled during the year 1884 | 1,229,000 00 |
| Total cancelled to December 31, 1884 | \$ 7,040,000 00 |
| Amount outstanding December 31, 1884 | \$ 3,359,000 00 |

FUND RELATING TO THE UNION PACIFIC

RAILROAD COMPANY'S LAND GRANT BONDS.—CONTINUED.

| | | |
|---|-----------------|-----------------|
| Land and town lot contracts of the Union Pacific Railroad land grant outstanding December 31, 1884..... | \$10,338,652 28 | |
| Cash balances in the hands of trustee, December 31, 1884.. | 2,210,797 14 | |
| Total amount applicable to the payment of bonds..... | | \$12,549,449 42 |
| Amount of contracts on hand, and cash in the hands of the trustee in excess of amount required for payment of bonds, and which, after the satisfaction of the land grant mortgage, is applicable to the payment of sinking-fund eight per cent bonds..... | | \$ 9,189,449 42 |

THE AMOUNT OF ITS OWN STOCK AND BONDS

OWNED BY THE COMPANY, DECEMBER 31, 1884.

| STOCKS. | |
|--|-----------------|
| Union Pacific Railway Company..... | \$ 50 00 |
| Union Pacific Railroad Company..... | 159,600 00 |
| Kansas Pacific Railway Company..... | 200 00 |
| Denver Pacific Railway and Telegraph Company..... | 3 00 |
| Total..... | \$ 160,150 00 |
| BONDS | |
| Union Pacific Railroad Land Grant Bonds..... | \$ 7,000 00 |
| Union Pacific Railroad Omaha Bridge..... | 5,000 00 |
| Union Pacific Railroad Sinking Fund eight per cent. bonds..... | 723,000 00 |
| Kansas Pacific Consolidated Mortgage..... | 2,730,000 00 |
| Kansas Pacific Income (unsubordinated)..... | 2,400 00 |
| Kansas Pacific Coupon Certificates..... | 87 50 |
| Total..... | \$ 3,467,487 50 |
| Total stocks and bonds..... | \$ 3,627,637 50 |

SUMMARY.

| | |
|--------------------------|-----------------|
| Stocks at par..... | \$ 160,150 00 |
| Bonds at par..... | 3,467,487 50 |
| Total of par value..... | \$ 3,627,637 50 |
| Cost to the company..... | \$ 3,578,159 76 |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS JUNE 30, 1885, OF
THE UNION PACIFIC RAILWAY COMPANY.

| DEBIT. | | CREDIT. | | AMOUNT. | |
|---|--|--|--|-------------------|--|
| Cost of road and fixtures..... | | Capital stock..... | | \$ 60,868,500 00 | |
| Bonds and stocks of other railroad companies..... | | Funded debt..... | | \$ 89,470,583 50 | |
| Bonds and stocks of miscellaneous companies, etc..... | | Less amount held in K. P. consolidated mortgage trust..... | | 6,186,207 50 | |
| Bonds and stocks of railroad and other companies held in the Kansas Pacific Consolidated Trust..... | | United States 6 per cent currency bonds..... | | 33,539,512 00 | |
| Miscellaneous investments..... | | Interest accrued on U. S. bonds..... | | \$ 15,111,324 94 | |
| Advances to auxiliary companies, payable in bonds and stocks..... | | Less amount repaid by the company..... | | 20,004,212 72 | |
| Denver extension bonds held in sinking fund..... | | Floating debt..... | | 4,704,790 65 | |
| Fuel, material and stores on hand..... | | Interest accrued, not due..... | | 782,326 34 | |
| Land contracts, land cash, etc..... | | INCOME ACCOUNTS | | | |
| | | General income..... | | \$ 9,515,121 23 | |
| | | Income used for sinking funds..... | | 2,712,303 78 | |
| | | Land and trust income..... | | 16,282,570 07 | |
| | | | | \$ 28,510,015 08 | |
| | | Less United States requirements Feb. 1, 1885, to date..... | | 2,023,128 81 | |
| Total..... | | Total..... | | \$ 224,102,012 47 | |
| | | | | \$ 224,102,012 48 | |

STATISTICS OF TRAFFIC IN COLORADO.

Cannot furnish this prior to January 1, 1885. Will be able to furnish it for next report

BUSINESS AND RECEIPTS.—(January 1 to June 30, 1885.)

| STATIONS. | FREIGHT. | | PASSENGERS. | | TOTAL REVENUE. |
|----------------------|-------------------|-------------------|-------------|------------|-------------------|
| | TONS FORWARDED | TONS RECEIVED. | NUMBER FROM | NUMBER TO. | |
| Kit Carson..... | 46 | ..... | 67 | ..... | \$ 718 36 |
| Hugo..... | 83 | ..... | 288 | ..... | 1,856 79 |
| River Bend..... | 32 | ..... | 128 | ..... | 509 60 |
| Deer Trail..... | 103 | ..... | 246 | ..... | 1,308 91 |
| Byers'..... | 40 | ..... | 250 | ..... | 1,215 57 |
| Bennett..... | 31 | ..... | 218 | ..... | 1,039 74 |
| Box Elder..... | 6 | ..... | 192 | ..... | 361 19 |
| Denver..... | 40,289 | ..... | 40,542 | ..... | 514,228 13 |
| Brighton..... | 207 | ..... | 1,515 | ..... | 2,210 56 |
| Lupton..... | 581 | ..... | 729 | ..... | 1,850 86 |
| Platteville..... | 2,137 | ..... | 843 | ..... | 4,853 92 |
| La Salle..... | 450 | ..... | 845 | ..... | 2,937 73 |
| Evans..... | 643 | ..... | 614 | ..... | 2,718 51 |
| Greeley..... | 5,188 | ..... | 4,406 | ..... | 34,515 92 |
| Faton..... | 2,496 | ..... | 385 | ..... | 11,226 73 |
| Carr..... | 10 | ..... | 87 | ..... | 152 65 |
| Denver Junction..... | 98 | ..... | 1,033 | ..... | 3,875 59 |

| | | | | | | | |
|----------------------|--------|-------|---------------|--------|-------|---------------|---------------|
| Arapahoe ..... | ..... | ..... | ..... | 2 | ..... | 1 60 | 1 60 |
| Cheyenne Wells ..... | ..... | ..... | ..... | 32 | ..... | 122 40 | 122 40 |
| First View ..... | ..... | ..... | ..... | 12 | ..... | 44 90 | 44 90 |
| Coronado ..... | ..... | ..... | ..... | 2 | ..... | 90 | 90 |
| Wild Horse ..... | ..... | ..... | ..... | 3 | ..... | 8 40 | 8 40 |
| Aroya ..... | ..... | ..... | ..... | 15 | ..... | 50 05 | 50 05 |
| Bovero ..... | ..... | ..... | ..... | 3 | ..... | 6 15 | 6 15 |
| Mirage ..... | ..... | ..... | ..... | 14 | ..... | 6 30 | 6 30 |
| Lake ..... | ..... | ..... | ..... | 38 | ..... | 43 25 | 43 25 |
| Godfrey ..... | ..... | ..... | ..... | 10 | ..... | 5 90 | 5 90 |
| Agate ..... | ..... | ..... | ..... | 50 | ..... | 147 05 | 147 05 |
| Magnolia ..... | ..... | ..... | ..... | 74 | ..... | 46 50 | 46 50 |
| Jersey ..... | ..... | ..... | ..... | 5 | ..... | 2 15 | 2 15 |
| Hatchery ..... | ..... | ..... | ..... | 15 | ..... | 6 95 | 6 95 |
| Henderson ..... | ..... | ..... | ..... | 297 | ..... | 153 62 | 153 62 |
| Nantes ..... | ..... | ..... | ..... | 47 | ..... | 66 60 | 66 60 |
| Pierre ..... | ..... | ..... | ..... | 28 | ..... | 44 15 | 44 15 |
| Dover ..... | ..... | ..... | ..... | 3 | ..... | 3 75 | 3 75 |
| Athol ..... | ..... | ..... | ..... | 6 | ..... | 7 70 | 7 70 |
| Totals | 52,440 | ..... | \$ 349,885 18 | 53,050 | ..... | \$ 236,463 90 | \$ 586,349 08 |

REPORT OF ACCIDENTS FOR COLORADO DURING THE YEAR
ENDING JUNE 30, 1885.

KILLED.

| DATE | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|------------------------|--------------------------------|--------------|--|--|
| September 7, 1885..... | James Lysett, yardmaster..... | Hugo | Unknown | Killed |
| March 30, 1885 | B. Boudmant, brakeman | Hyers | Shot by tramp | Killed |
| June 30, 1885 | R. J. Torrance, carpenter..... | Denver | (Absent-mindedness of deceased, step- ped in front of switch engine, paid (no attention to signals | (Engine passed over body and (nearly severed head from body |

INJURED.

| | | | | |
|----------------------|-------------------------------------|------------------|--|--|
| July 6, 1884..... | Peter Strom, laborer..... | Pierce..... | Slipped and fell while holding bar on rail | Bruised fingers |
| July 10, 1884..... | William M. Goddard, carpenter .. | Brighton | Axe slipped on tie he was cutting..... | Severe cut on left leg below knee |
| July 14, 1884..... | David Cashier, blacksmith | Denver | Caught fingers in tongs | 2d & 4th fingers left hand bruised |
| July 15, 1884 | Peter Dill, section laborer..... | River Bend..... | Struck by piece of iron | Left eye injured |
| July 17, 1884..... | P. A. Clay, station agent | Box Elder..... | Fell from bicycle..... | Sprained left knee |
| July 29, 1884 | Ed. Scrafford, engineer | River Bend..... | Accident to train | Forehead cut, legs & arms br's'd |
| August 1, 1884 | John Ravens, laborer..... | Near M. P. 351.. | Axe slipped while cutting brush | Right foot cut |
| August 18, 1884..... | E. J. Blair, carpenter's apprentice | Denver | Slipped under pair car wheels.. | Ankle and right foot sprained |

| | | | | |
|--------------------------|------------------------------------|-------------------|--|--|
| August 24, 1884..... | M. Clark, switchman..... | Denver | Trying to stop car with coupling pin..... | Third finger right hand bruised |
| August 26, 1884 | Michael Burns, laborer..... | Lake..... | Piece of slag rolling..... | Left ankle sprained |
| September 4, 1884..... | James McDuff, laborer | Denver..... | Fell off coal car | Injured internally |
| September 4, 1884..... | John Nelson, laborer..... | M. P. 552 | Sand bank fell on him..... | Injured back and head |
| September 17, 1884..... | James Leonard, switchman | Denver | Coupling cars..... | Finger & thumb r't h'der's d off |
| September 26, 1884 | Albert Sammon, laborer..... | Arapahoe..... | Fell from hand car | Stomach hurt |
| October 9, 1884 | S. Herman, tramp..... | Denver yard | { Drunk, lay between the tracks, run } over by switch engine..... | { Right arm and hand crushed, right leg cut |
| October 10, 1884..... | J. T. Hamlin, section foreman..... | Nantes | Thrown from derailed hand car..... | { Left shoulder and leg injured, face skinned |
| October 23, 1884 | Charles Quine, laborer | Lake..... | Wrench slipped from nut | Left wrist sprained |
| October 25, 1884 | E. S. Mills, switchman | Denver | Coupling engine to cars | { Flesh on third finger right hand badly bruised. |
| November 3, 1884..... | William Hughes, laborer..... | Lake..... | Rail fell on hand..... | Mashing second finger right hand |
| November 3, 1884..... | John Alexander, laborer..... | Lake..... | Fish plate fell on foot..... | Bruising second toe left foot |
| November 3, 1884 | William Cline, laborer..... | Lake | Unloading steel..... | Back and hip sprained |
| November 6, 1884..... | F. Mulvey, night track walker.... | Denver..... | Turned foot while walking on ties | Sprained right ankle |
| November 12, 1884..... | Oliver Willson, laborer..... | Cheyenne Wells | Loading steel..... | Two toes right foot bruised |
| November 17, 1884 | William Bastable, tramp. | Lake..... | Fell from train | Head cut |
| November 22, 1884 | W. H. Kelly, machinist's app..... | Denver..... | { Caught between engine and door frame } of engine house | Bruised and injured internally |
| November 26, 1884 | William Miller, switchman..... | Denver..... | Coupling cars | Middle finger left hand mashed |
| November 29, 1884 | A. McKella, laborer..... | La Salle..... | Unloading rails..... | Right thumb mashed |
| December 1, 1884 | A. M. Thayer, machinist..... | Hugo..... | Skids fell on foot | Four toes left foot mashed |
| December 10, 1884..... | R. W. Allen, engine foreman | Denver..... | Coupling cars | Mashed end of finger left hand |
| December 11, 1884 | Fred. Ringe, switchman..... | Denver..... | Same as above..... | Third finger right hand mashed |

STATEMENT OF ACCIDENTS.—(CONTINUED.)

INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT. | CHARACTER OF INJURY. |
|------------------------|------------------------------------|-----------------|---|--|
| December 23, 1884..... | Henry High, car inspector | Cheyenne Wells | Struck with hammer |Bruised left thumb |
| January 3, 1885..... | W. R. Forbes, brakeman..... | Carr | Slipped and fell from train..... |Dislocated right shoulder |
| January 18, 1885..... | J. Sullivan, laborer | Denver | Caught fingers in machinery | { One joint second and third } fingers left hand cut off. } |
| January 20, 1885..... | Kasper Larl, laborer | Mirage..... | Struck with iron scale..... | Left ear slightly cut |
| February 22, 1885..... | J. J. Murphy, brakeman | River Bend..... | Foot caught by engine pilot..... | Ankle sprained, right foot bruised |
| March 9, 1885..... | J. H. Collins, division engineer.. | Greeley | Jumped from train; derailment |Right ankle slightly sprained |
| March 13, 1885..... | James Lindley, laborer..... | Hugo | Run over by hand car. | { Left leg and shoulder injured; } internal injuries. } |
| March 14, 1885..... | William Kennary, yard master.. | Hugo | Hand caught between draw-heads..... | Fourth finger right hand bruised |
| March 30, 1885..... | Alcaid Powell, boiler maker..... | Hugo | Flue plug blew out..... | Scalding his neck, back and arm |
| April 8, 1885..... | J. Schaller, laborer..... | Denver..... | Knocked down by train..... | Ribs on left side slightly bruised |
| March 24, 1885..... | J. McMerraw, laborer..... | Denver | Jumped from hand car in motion..... | Bruised sh'lders, cut back of head |
| April 18, 1885..... | James Berner, laborer..... | Hugo | Struck by rail..... | Cut forehead |
| April 21, 1885..... | Thomas Grace, engine foreman... | Denver..... | Trying to block car with pin..... |Forefinger right hand broken |
| April 21, 1885..... | J. F. Elbert, laborer..... | Pierce..... | Struck in back by handle of hand car.... |Sprained back slightly |
| April 28, 1885..... | J. Thompson, not employé..... | Denver | { Attempting to climb between two cars } of moving train. } | Sprained right ankle, bruised foot |

| | | | | |
|---------------------|---------------------------------|-------------|---|---|
| April 29, 1885..... | J. E. Young, laborer..... | Mirage..... | Spike maul fell on foot..... |Big toe left foot bruised |
| May 24, 1885..... | Con Hagerty, laborer..... | Pierce..... | Fell under train..... | { Breast severely bruised, fore- head scratched. |
| May 27, 1885..... | Thomas Grace, engine foreman... | Denver..... | Coupling cars..... |First finger left hand bruised |
| June 22, 1885..... | Ed. McNeil, switchman.. | Denver..... | Same as above..... | ..End 2d finger left hand mashed |
| June 25, 1885..... | Patrick Murphy, laborer..... | Mirage..... | Lifting rail.. |Left arm sprained |
| June 30, 1885..... | N. Martin, not employe..... | Denver..... | Attempting to pull pin between two cars.. | { Left arm crushed between el- bow and shoulder. |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | KILLED. | | | INJURED. | | |
|-------------------------------|------------------|----------|---------|------------------|----------|---------|
| | Passen- gers. | Employés | Others. | Passen- gers. | Employés | Others. |
| Derailments ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Coupling cars ..... | ..... | ..... | ..... | ..... | 8 | 1 |
| Falling from trains .... | ..... | ..... | ..... | 1 | ..... | 1 |
| Getting on & off trains ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| Highway crossings..... | ..... | ..... | ..... | ..... | ..... | 2 |
| Miscellaneous..... | 2 | ..... | ..... | ..... | 33 | ..... |
| Trespassers on track.. | ..... | ..... | 1 | ..... | ..... | 1 |
| Totals | 2 | ..... | 1 | 1 | 45 | 5 |

SUMMARY OF ACCIDENTS FOR COLORADO.

| | |
|---|----|
| Number of persons killed during the year..... | 3 |
| Number of persons injured during the year..... | 51 |
| Number of casualties purely accidental during the year..... | 19 |
| Number resulting from lack of caution, carelessness or misconduct | 32 |
| Number of trespassers on track killed | 1 |
| Number of trespassers on track injured..... | 1 |
| Number of tramps, or others, stealing rides, killed or injured | 1 |

TRAIN ACCIDENTS IN COLORADO,

FOR THE YEAR EMBRACED IN THIS REPORT.

Whether attended by injury to persons or not; give date and place of accident; if passenger or freight train; nature and cause; particulars and extent of injury to train; number killed and number injured.

July 8, 1884—Passenger. Coronado; engine derailed by running over a steer; damage, none; injury to persons, none.

July 19, 1884—Passenger. Agate; run into at side by steer, breaking steps on mail, baggage and two coaches.

July 20, 1884—Passenger. River Bend; derailment, account running over a steer; engine, tank and mail car thrown over on side and first and second class coach off track; no one injured.

- August 23, 1884—Freight. Lake; truck of Denver, Western and Pacific No. 16 broke, south side of track being washed away; no other damage; no one injured.
- November 27, 1884—Freight. Brighton; derailment; car left on siding too near main track, which derailed two cars in passing train; damage, \$46.
- December 6, 1884—Freight. Denver; train parting; damage, \$48.50.
- December 17, 1884—Freight. Pierce; collision; two engines were attached to same train, coupling between two broke and hind engine ran into forward one; damage, \$113.
- December 17, 1884—Freight. Athol; derailment; defective switch, damage, \$65.
- March 9, 1885—Passenger. Greeley; derailment; expansion of rails by warm weather moved the track out of line; two coaches and sleeper derailed; damage, \$132; one person injured.
- April 26, 1885—Passenger. Denver; derailment; defective frog; sleeper off track; damage, \$66.80.
- May 15, 1885—Freight. Henderson; collision with hand-car; hand-car destroyed; damage, \$58.50.
- June 8, 1885—Freight. Agate; roof of St. L. R. Co., No. 600 slightly burned account spark from engine; no other damage; no one injured.
- June 9, 1885—Passenger. Denver; derailment; misplaced switch; engine and one pair trucks of baggage car off track; damage, \$32.35.
- June 17, 1885—Freight. Denver; derailment; misplaced switch; no damage.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Pacific Express company.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Contract with Pullman Palace Car company, by which the Union Pacific Railway company acquired a three-quarter interest in the Pullman Palace cars running on its operated lines.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. No contract or arrangement made with any company, excepting the one mentioned in preceding article.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Colorado, and on what terms of service? The United States prescribes the rates pursuant to the terms of the Revised Statutes, sections

400-5, subject to the deduction of 10 per cent. imposed by the act of July 12, 1876, and 5 per cent. imposed by the act of June 17, 1878. This allowance is not deemed sufficient nor lawful by the Union Pacific Railway Company.

What amount have you paid for receiving and delivering mail to and from stations on your road in Colorado? \$500.00.

TELEGRAPH.

How many miles of telegraph are owned by your Company in Colorado? 388 miles wire.

What other company, if any, owns a line of telegraph on your right of way in Colorado, and how many miles do each own? Western Union Telegraph Company own 388 miles wire; 194 miles poles owned jointly by U. P. R'y Co. and Western Union Telegraph Company.

LANDS—CONGRESSIONAL GRANTS.

| | |
|--|---|
| State the number of acres of land your company has already received from the congressional grants..... | 12,370,497.76 |
| State the number of acres yet to inure to your company from congressional grants..... | 5,820,658.90 |
| State the average price at which these lands have been sold (Union Division or contracted by the company (Kansas Division | \$ 2.61 ⁹ / ₁₀ \$ 3.87 |
| State the number of acres sold..... | 10,746,392.63 |
| State the amount received from sales..... | \$ 13,493,323.38 |
| State the amount unpaid on outstanding contracts..... | 13,686,888.15 |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1885..... | 28,485,167.75 |
| State the amount expended in sale and management of lands..... | 2,184,405.94 |
| State the amount of taxes paid on lands..... | 1,273,632.93 |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes..... | \$5,027,128.88 |

Date of original charter of the road, and that of any road consolidated with it, and the names of the companies: The corporation is a consolidation (effected January 26, 1880,) of the Union Pacific Railroad Company, Kansas Pacific Railway Company and the Denver Pacific Railway and Telegraph Company, all of which were chartered by the act of Congress July 1, 1862, and amendments thereof.

Rates and dates of all cash dividends on stock of original and consolidated companies: July, 1871, 1½ per cent.; October, 1875, 2 per cent.; year 1876, 8 per cent.; year 1877, 8 per cent.; year 1878, 5 per cent.; year 1879, 6 per cent.; year 1880, 6 per cent.; April and July, 1881, each 1½ per cent.; October, 1881, and January, 1882, each 1¾ per cent.; April, July and October, 1882, each 1¼ per cent.; year 1883, 7 per cent.; January and April, 1884, each 1¾ per cent.

Date when main line (giving termini and length) was put in operation: Omaha to Ogden, November 10, 1869, 1,648.74 miles.

Date of the commencement of operating of each branch line, giving termini and length: Kansas Division completed to Denver, September 1, 1870, Kansas City, Mo., to Denver, 643.51 miles; Leavenworth branch completed May 15, 1866, Leavenworth and Lawrence, 34 miles; Cheyenne Division completed January 1, 1871, Denver and Cheyenne, 106 miles.

Roads operated under lease? None.

What operating arrangements have you with other railroad companies? None.

Are the bridges and trestles provided with guard rails? Yes.

Do all bridges and trestles receive stated examinations? Yes.

How often? Twice a year.

By whom? Inspector.

Average number of cars in passenger train in Colorado: 7.7.

Average number of cars in freight train in Colorado: 23.

Cost of all snow sheds and fences: Cannot be given.

Cost of repairs of snow sheds and fences during the year: \$2,745 66.

Cost of removing snow and ice from the track during the year: \$2,143 97.

Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced? Rule 10: the use of intoxicating drink by employes will be considered good cause for dismissal from the service. It is enforced.

What are your rules, if any, in relation to examination for color blindness of employes whose duties require that they should readily distinguish the various colors used for signals? No special rules covering examination for color blindness, but employes are tested on this point during examination on general rules.

Have you in use any cars provided with an automatic coupler? All passenger, mail, baggage and express cars have the Miller couplers. Ten stock cars are equipped with Janney couplers. Experiments are now being made with the Janney freight car coupler.

What coal mines do you own and work, and where located?

Mines Nos. 2 and 6 at Carbon, Wyoming Territory.

Mines Nos. 1, 3, 4, 5 and 6 at Rock Springs, Wyoming Territory.

Mines Nos. 3 and 4 at Almy, Wyoming Territory.

Mines Nos. 1 and 2 at Grass Creek, Utah Territory.

What stone quarries do you own and operate, and where located? At Stout, Colorado.

Are you in any manner interested in either coal mines or stone quarries, other than as above specified? We are interested as stockholders in the mines of the Union Coal Company, the mines of the Kansas Carbon Company and the mines of the Bozeman Coal Company.

If so, state fully their name, locality and extent of your interest? Union Coal Company, in which we are interested to the extent of \$138,500; mines located as follows:

Welch coal mine, Louisville, Colorado.

Boulder Valley mine, Erie, Colorado.

Nos. 1 and 4 mines, Como, Colorado.

Baldwin mine, Baldwin, Colorado.

Kansas Carbon Company, in which we are interested to the extent of \$250,000; mines located at Carbon Hill, Kansas.

Bozeman Coal Company, in which we hold a half interest; mine located at Bozeman, Montana, but not at present in operation.

STATE OF NEBRASKA, }
COUNTY OF DOUGLAS, } ss.

I, ERASTUS YOUNG, Auditor of the Union Pacific Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct answer to each and every question therein propounded, and that the same constitutes a true statement of the condition and affairs of said company on the thirtieth day of June A. D. 1885, to the best of my knowledge and belief.

Signed,

ERASTUS YOUNG,

[L. S.]

Auditor.

OF R. R.

Subscribed and sworn to before me this fifteenth day of October, A. D. 1885.

LEAVITT BURNHAM,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioner of Railroads this twelfth day of December, A. D. 1885.

HENRY FELKER,

Secretary.

COMPLAINTS AND PETITIONS
SUBMITTED TO THE
RAILROAD COMMISSIONER.

OPINIONS AND DECISIONS.

CASE No. 1.

Ex parte. G. R. HUDSON. } *Transferability of Ticket.*

Filed May 6, 1885.

The facts submitted in this case not requiring an answer, nor appearance on the part of the Union Pacific Railway Company, the party to be affected thereby, and a decision being required immediately and before the ticket expired by limitation, the railway company was not notified, and a hearing was had *ex parte*. The substance of the complaint is fully set forth in the opinion of the Commissioner.

OPINION.

On this sixth day of May A. D. 1885, comes the said G. R. Hudson and submits the following statement of facts, to wit:

One C. C. Knapp, on the thirtieth day of April, 1885, purchased a passenger ticket (No. 11, form 433 E.) of the Oregon Railway and Navigation Company at Portland, Oregon, good for one continuous emigrant passage, from Portland, Oregon, to St. Paul, Minnesota, limited to May 10, 1885; not transferable.

The contract to which the coupons are attached purports to have been signed by purchaser, C. C. Knapp.

The connecting lines of railroad embraced in the transit, includes the Union Pacific railway, passing through this State. Knapp, to whom the ticket is issued, travels on same to Denver, Colorado, and then sells and delivers same to Hudson, who is a ticket broker residing in Denver.

The opinion of the Commissioner is asked whether or not this ticket is valid in the hands of the assignee of the purchaser.

I am clearly of the opinion that it is not. The purchaser, in consideration of a reduction of rate, agrees that the passage shall be continuous; that he will use it within a specified time; that he will not transfer the ticket; that the ticket shall be void and subject to be taken up by the conductor if presented by any other person than the purchaser.

The limitations contained in this contract are binding, unless affected by statutory enactment. This brings me to the consideration of the following provision of the General Statutes of this State: "All passenger tickets shall be transferable by delivery, and no discrimination of any kind shall be made by any railroad corporation, or by its agents or employes, against the holder of any passenger ticket."

Applying this statute to the facts in this case, brings up this single legal proposition: can State legislation operate on railway traffic passing through the State from a point without to a point without? No court, within my knowledge, has even in *obiter dictum* intimated that it can; but on the contrary the decisions are uniform and the law well settled, that such traffic is inter-state commerce, and can be regulated only by Congress.

The termini of transportation being without the State, our statute is not operative upon this contract. The ticket is voidable in the hands of any other person than the purchaser, and subject to be taken up by the conductor, on any part of the line of railroad, when presented.

W. B. FELKER,
Commissioner.

DENVER, May 6, A. D. 1885.

CASE No. 2.

| | | |
|---------------------------------|---|-----------------------------------|
| <i>Ex parte.</i> C. C. BISCHOF. | } | <i>Transferability of Ticket.</i> |
|---------------------------------|---|-----------------------------------|

Filed May 7, A. D. 1885.

The complaint filed in this case, sets forth the same form of ticket, issued by the same company, between the same points, over the same lines of railroad and subject to the same contract existing in the case of *ex parte* G. R. Hudson.

OPINION.

The facts submitted in this case, raise the identical point determined in *ex parte* Hudson. The decision in the Hudson case is followed.

W. B. FELKER,
Commissioner.

CASE No. 3.

| | | |
|--|---|-----------------------------------|
| J. L. LOVE, <i>vs.</i> THE UNION PACIFIC R'Y CO. | } | <i>Transferability of Ticket.</i> |
|--|---|-----------------------------------|

Filed June 16, A. D. 1885.

The hearing in this case was had upon the oral complaint of the complainant, J. L. Love, and the oral answer of George Ady, General Passenger Agent of, and who appeared for and in behalf of respondent. None of the facts were disputed.

OPINION.

Complainant in this case sets forth the following state of facts:

Complainant on the first day of June, A. D. 1885 purchased of a ticket scalper, at Denver, Colorado, a ticket of which the following is a copy, to wit:

"Union Pacific Railway. Special first class ticket for one person. Account order of George Ady. Denver "A"

to Leadville, when officially stamped. Void after June 2, 1885. If this ticket is issued for more than one person, the one in charge will sign this contract. In consideration of the reduced rate I hereby agree to all above conditions.

(Signature.)

JOHN PETERSON.

Witness: R. H. ELLIOTT.

No. 9210—Form L 102.

C. S. STEBBINS,
General Ticket Agent."

On the left hand side of this ticket is the following printed matter, to wit:

"This ticket is not transferable, and if presented by any other than the original holder, whose signature is hereon, the conductor will take it up and collect full fare. The holder will write his or her signature when required by conductor or agent. Baggage liability limited to wearing apparel not exceeding \$100 in value per passenger.

Conductors will note on back hereof the number of passengers carried hereon and sign it, if filled up for more than one person."

On the right hand side of said ticket is the following printed and written matter:

"Union Pacific Railway 9210. Special. One person. First class. Denver "A" to Leadville *via* Denver, South Park and Pacific.

This check is not good for passage. Must be filled up to correspond with the ticket and returned with the collections by first conductor to whom presented."

Within the life of this ticket complainant presented the same to the baggage master at the Union depot, city of Denver, for the purpose of having his baggage checked, whereupon the baggage master informed the complainant that the ticket was not transferable, and accompanied by the complainant took the ticket to George Ady, the general passenger agent of respondent, who refused passage thereon, cancelled and took up said ticket.

Upon investigation, the facts stated in the complaint were found to be true, and the following additional facts were obtained:

Out of courtesy to the State press, railway companies have been accustomed to issue one-half fare tickets to reporters. John Peterson, representing himself to be thus connected, procured from George Ady, general passenger agent of the Union Pacific Railway Company, an order for a half-fare ticket from Denver to Leadville. Peterson immediately sold the ticket to a scalper and he to complainant.

Under the statute of this State all railroad tickets are transferable by delivery, excepting commercial and excursion, or round-trip tickets. Any contract of limitation as to person is absolutely void. It being admitted by respondent that the ticket in this case belongs to neither of the excepted classes, it follows as a matter of course, that the ticket is transferable, and that respondent was wrong in refusing to honor the ticket when presented.

The reasons urged for cancellation of ticket were, that the transfer by Peterson to the scalper was in fraud of the company's tariff regulations; that complainant was not an innocent purchaser without notice, the ticket containing on its face an agreement of non-transferability; that complainant not being entitled to the privilege accorded to the press, it was inequitable for him to demand carriage on a half-fare ticket; that the company had no other means of protection than enforcement of the condition in the contract of the right to dishonor the ticket.

All argument is answered by the statute. A transfer by operation of law cannot be in fraud of the rights of any one. The contract of non-transferability being void, it was no notice to any one. Statutory law knows no equity. A void contract not being capable of enforcement cannot furnish protection; the company must rely solely upon the individual integrity of its beneficiaries. If railway companies see fit to distribute favor they must take their chances on the moral character of the elect. The ticket

holder stands on his statutory right; the confidence fraud on the black list, and the dispenser of railway bounty on the anxious seat.

The respondent, following the suggestion of the Commissioner, issued to complainant a first-class ticket for passage from Denver to Leadville, in place of the cancelled ticket.

W. B. FELKER,
Commissioner.

CASE No. 4.

| | | |
|---|---|--|
| JOHN KEOUGH, <i>vs.</i> THE DENVER & RIO GRANDE RAILWAY COMPANY. | } | <i>Transferability of Commercial Ticket.</i> |
|---|---|--|

Filed June 25, A. D. 1885.

This case was submitted to the Commissioner upon the oral statement of complainant and the oral answer of S. K. Hooper, General Passenger and Traffic Agent of respondent company. None of the facts were disputed. A construction of our statute was asked by respondent for its future guidance in like cases.

OPINION.

The undisputed facts in this case are as follows:

On the sixth day of June, A. D. 1885, said railway company issued to one William Shroer, an accredited agent and representative of the Gem City tobacco works of Quincy, Illinois, the following commercial permit:

"DENVER AND RIO GRANDE RAILWAY, }
W. S. JACKSON, *Receiver.* }

Commercial permit. Not transferable. Good only when officially stamped on the back and signed by person to whom issued.

On presentation of this permit, ticket agents are authorized to sell tickets at commercial rates between points in Colorado and New Mexico, for the personal use of Mr. William Shroer. Account of Gem City Tobacco works, of Quincy, Illinois, until August 31, 1885, unless otherwise ordered. On conditions stated hereon. This permit will not be honored by conductors on trains.

No. 2897.

S. K. HOOPER,
General Passenger and Traffic Agent."

On the back of this permit is printed the following :

" CONDITIONS.

The liability on baggage checked on reduced rate ticket, purchased under this permit, is limited to a sum not exceeding \$100 per passenger.

This permit must, in all cases, be exhibited to conductors with the commercial rate tickets accompanying it.

Both this permit and the commercial tickets secured under it are not transferable, and if either are presented by persons not entitled to use the same they will be taken up unhonored.

The holder will establish identity by signature, or otherwise, whenever requested so to do.

No portion of full rates paid from stations where tickets are not sold, or account of expiration of this permit, or its dishonoring from any cause, which will be refunded.

This permit is accepted and used subject to above conditions.

(Signed)

WILLIAM SHROER."

This permit was officially stamped on the back and signed by the purchaser, William Shroer.

On the twenty-second day of June, A. D. 1885, on the presentation of the foregoing permit to the ticket agent at the Union Depot, Denver, Colorado, said Commercial Agent Shroer purchased of said ticket agent, at commercial rates, the ticket following, to wit :

"Denver and Rio Grande Railway. Commercial ticket. Good for one passage for person named on back. Denver (C. O.) to Silverton, Colorado, when presented with permit No. 2,897. Void after ----- days from date stamped on back. Stop-over allowed if not (L) punched.

812

S. K. HOOPER,

General Passenger and Ticket Agent."

Ticket stamped on back and signed by the commercial agent, William Shroer.

On the same day of purchasing said ticket said Shroer sold and transferred said ticket together with the aforesaid commercial permit, to one G. R. Hudson, who thereafter and on the same day sold and transferred both the ticket and permit to the complainant, John Keough. Said Keough on the same day took passage on train No. 3, at Denver for Silverton.

The conductor of said train took up said ticket and permit, refused complainant passage thereon, and upon his refusal to pay the regular fare ejected him from said train on the arrival thereof at Littleton.

The opinion of the Commissioner is requested as to the transferability of this commercial ticket.

The statute governing the case reads as follows:

"All passenger tickets shall be transferable by delivery, and no discrimination of any kind shall be made by any railroad corporation, or by its agents or employes, against the holder of any passenger ticket. All passenger tickets shall be good for one passage over the road, or part of road expressed therein; *Provided*, Nothing in this section shall be construed to prohibit the issuance of commercial, excursion or round-trip tickets, with the usual conditions therein, nor tickets limited as to time, but not as to persons."

Although the proviso is somewhat inartificially drawn, it is easy to discover the intention of the framer. The statute was aimed at the abolition of railroad discrimination against the holder, who was not the original purchaser, of a ticket for passage over its road. The proviso was intended as excepting two classes of tickets from its opera-

ation, viz : Commercial and excursion or round-trip tickets. All tickets were made transferable by delivery excepting the two classes named. By the very language of the statute, it is apparent that the Legislature had, or at least assumed to have, a full knowledge of the various kinds of passenger tickets in use by the several railroads in this State, together with their terms and conditions and limitations. In the light of this knowledge, the right to issue the two classes of tickets, "with the usual conditions therein," and enforce such conditions, was preserved to the companies by the exception.

It is useless, in view of our statute, to discuss the question of discrimination involved in the custom of railway companies issuing this class of tickets. The custom has received legislative sanction, and no controversy can overturn legislative enactment. The people's representatives evidently considered the reduction of rate to commercial men to be in the interest of trade and commerce. I am not prepared to disagree with them. The commercial ticket had its origin in railway concession to a particular class of patrons of the railroad companies, and its continued existence is at the sacrifice of gross earnings of the road. It certainly is not quite easy to comprehend wherein railway companies are the parties benefited by a continuance of this commercial custom.

It is not questioned that the commercial permit and ticket in this case is in any particular different from those in use at the time of the passage of this statute. The terms and conditions named in this permit and ticket were in legislative contemplation when it used the language "with the usual conditions," in the proviso, authorizing railway companies to issue and use this class of non-transferable tickets. I am at a loss to know what kind of a commercial ticket would fall within this provision of the statute should the ticket in this case be excluded.

Complainant claims, and it appears to be the principal fact relied upon to take this ticket out of the provisional clause of the statute, that the ticket contained no condition or agreement of non-transferability. This position of complainant is clearly untenable. There is no rule of law better established than that two or more instruments executed as parts of the same transaction, whether at the same or different times, are to be taken together and construed as one instrument.

In this case the permit authorized ticket agents to sell on certain conditions, and the purchaser can only buy upon subscribing to such conditions. The ticket is purchased with the conditions attached. The permit refers to the ticket, and the ticket specially refers to the permit. The language of the ticket plainly indicates that it represents only a part of the contract of carriage. The words "Good for one passage for person named on back, when presented with permit No. 2,897," renders the ticket absolutely valueless without the presence of the permit. For the purposes of exacting passage the one is valueless without the presence of the other. Unless the permit be presented with the ticket the conductor is not bound to honor the ticket.

It follows then, that these two papers must be construed together, for the purposes of ascertaining the conditions of the contract between the parties.

Referring to the agreement on the permit, signed by the purchaser Shroer, it will be seen that the third condition contained therein expressly provides that the permit and ticket secured under it shall be non-transferable. Such conditions have been universally held by the courts to be reasonable and proper, and a violation thereof works a forfeiture of both permit and ticket.

Bearing in mind that both the sale by Shroer to Hudson, and by Hudson to complainant, were made on the day

of the purchase of the ticket from the company, it is quite evident that Shroer at the time of making the purchase had no intention of himself using it, but took advantage of his position as a commercial agent to practice a deliberate fraud upon the railway company. While this fact would not change the contract liability as effected by the statute, it is a strong justification on the part of the railway company to stand strictly upon its legal rights as expressed in the contract. In point of fact, the only adequate means of protection afforded the railway companies is to enforce the contract by taking up the permit and ticket and refusing passage thereon, as was done in this case.

The Commissioner is of the opinion that the commercial permit and ticket in this case falls directly within the provisional clause of our statute; that such permit and ticket are not transferable; and that the conductor had legal authority to take up both permit and ticket and refuse complainant passage thereon.

In connection with this opinion it would not be improper to say: It appearing that the complainant was an innocent purchaser and in no wise connected with the fraud practiced by Shroer upon the company, and being a laboring man without means, the Commissioner in his behalf, made a statement of the facts to the proper officer of the Denver and Rio Grande Railway Company, with a request to furnish said complainant with a full fare ticket from Denver to Silverton, upon payment by him to said company of the difference between the commercial rate paid by Shroer and a full fare passage, and that the company complied with such request and issued such ticket, but with the distinct understanding that it should not constitute a precedent for future action of the company in like cases.

W. B. FELKER,
Commissioner.

CASE No. 5.

Ex parte THE DENVER AND
NEW ORLEANS RAILROAD
COMPANY.

*Discrimination in refusing to
do a connecting business.*

Filed July 12, A. D. 1885.

This case was submitted upon the petition of John Evans, president of the Denver and New Orleans Railroad Company, and the accompanying exhibits A, B and C. No decision upon the legal rights of petitioner, nor upon the legal responsibilities of the Union Pacific Railway Company was requested to be given; but the friendly offices of the Commissioner was asked to bring about friendly business relations between the two railroad companies. Following is the petition, exhibits and letter of advice of the Commissioner.

PETITION.

HON. W. B. FELKER,

Railroad Commissioner of Colorado:

SIR—In my petition asking your official interference to prevent a continuance of the extraordinary and unprecedented outrage upon the principles of common justice, constitutional guarantee and legal rights, being practiced by the parties to a conspiracy to ruin the Denver and New Orleans Railroad Company, I omitted to refer to the Union Pacific Railway Company, heretofore a party to said conspiracy.

This omission was made because of the fact that the authorities of that company had acknowledged the wrong, given orders that are in disregard of the pretended obligations of "the tripartite agreement" (the basis of the conspiracy) and were actually but only partially interchanging business with your partitioner. It was because it is believed that wiser counsels and more correct business methods are to prevail in the management of that great property: the Union Pacific railway. Nor is this appeal made because of an apprehension that the present management will continue the suicidal policy of ignoring its own interests for the sake of carrying out an unlawful compact, which is so

grossly in violation of public policy, the law of common carriers and the provisions of our constitution as to be revolting to public sentiment. But it is because of the impediments that seem to be in the way of carrying out a policy already ordered that I ask your friendly influence and authoritative advice and counsel in bringing about this business arrangement. An arrangement that should be consummated without further delay in justice to your petitioners is due the public, and for the benefit of the Union Pacific Railway Company itself.

You will see by the accompanying letter from Mr. Taylor, our traffic manager, marked A, that orders to do business with your petitioner have already been issued. You will see by the accompanying letter marked B, from the same officer, detailing the impediments, that the establishment of full business relations have not yet been effected.

It is greatly to be desired that through tickets and checking baggage to and from all points, and through rates and bills of lading should be agreed upon. The public convenience and the interests of both the Denver and New Orleans and the Union Pacific companies require that these arrangements be effected at once with your petitioners as they are with all other connecting railroads.

I am, very respectfully,

Your obedient servant,

JOHN EVANS, *President*,
for the D. & N. O. R. R. Co.

EXHIBIT A.

HON. JOHN EVANS, *President*:

DEAR SIR—We are informed that the following instructions have been issued:

"We will interchange cars with the Denver and New Orleans the same as with other roads.

Of course just now we have a surplus, and would be glad to give them all they want. There may perhaps be times when we will be short and unable to accommodate them fully, but we will do business with them the same as with other connecting lines."

Yours truly,

W. S. TAYLOR.

EXHIBIT B.

HON. JOHN EVANS, *President*:

DEAR SIR—Complying with your request for a statement of our past, present and possible future business relations with the Union Pacific railway, I beg to say:

During the three years this road has been in operation we have sold at Pueblo and Colorado Springs, over the Union Pacific railway to points on and east of the Missouri river, many hundred tickets for which we have been obliged to purchase of the Union Pacific their local tickets at full rates to protect our issue.

The first month of our operations—June, 1882—it was supposed the Union Pacific would allow this company its pro rate, the same as they did to the Denver and Rio Grande, and some little effort was made to secure business, resulting in a sale of sixty tickets. At the close of the month, notice was received that the Union Pacific would require full Denver rates on all business from us, hence no further efforts in way of advertising, soliciting, etc., have been made, but on the contrary for much of the time, sale of eastern tickets was discouraged as far as possible without actually forbidding it.

Since the Union Pacific allowed us our proportion on tickets sold west, our agents have been permitted to sell to any eastern points also, but the company has taken no steps to aid sales aside from what agents have done individually. Under these circumstances and despite the constantly repeated assertions of the agents of our competitors that "The New Orleans tickets were worthless and would be dishonored by the Union Pacific," etc., we have sold a goodly number, ranging from twenty-five to eighty per month when we pretended to sell any. The first few months of our operation, the Union Pacific accepted our tickets to points on the South Park division, and we noted twenty-five to thirty per month. When our issue was dishonored we withdrew these tickets, and for the past thirty months we have refused all business in that direction.

That a considerable part of the through eastern travel would naturally come to us, will be seen from the fact that Colorado Springs and Pueblo are the second and third important points in Colorado for through travel; that at

present and for some months past our trains from the south are the only ones that connect with the Union Pacific Kansas City and one of their Omaha trains.

These facts, despite we have no facilities for through checking baggage, and broad cast assertions that our tickets would be dishonored and passengers put off train or required to pay a second time, and little or no effort on our part to secure them, have sent us and the Union Pacific hundreds of passengers which on the basis the Union Pacific deals with the Denver and Rio Grande railway, would have netted us several thousand dollars, but has netted us nothing, the Union Pacific taking all. Had they allowed us our proportion, and the usual facilities for business, I have no doubt the business would have been doubled or thripped, and they, obtaining seventy-eight per cent., would have been largely the gainers, while we would receive enough to make it an object to work up the business.

As to freight traffic the situation is about the same as with passengers.

Until within the past six weeks that company has absolutely refused to deliver to our road any and all business consigned or ordered in our care, if destined to a competitive point. This order has lately been revoked, but they still refuse to allow us any part of the through rates to those competitive points, but freely give it to our competitor. Recently, additional efforts have been made to do business with them. I have been in a position to, and have offered and guaranteed them a business from a single shipper that would give them a train load of freight per day and for months, and this one item would of itself open the door to another item, giving them a long haul on a very considerable quantity of a desirable class of freight from which they are now entirely shut off. And I have other similar matters in reserve that would enable us to work up a very respectable business for them and us, could we do it as business is done between all other roads in the United States.

They refused to take any action on the proposition referred to above, on the ground that their present contracts with the Denver and Rio Grande prevented their doing

any business with us or to Pueblo, and all our propositions to open business relations are met with obstacles interposed by them and persisted in so as to be insurmountable. To illustrate :

There are to-day, at Pueblo, seventy-five carloads of cattle destined for Cheyenne which we engaged to carry. The Union Pacific, during the month of June, has furnished the Denver and Rio Grande some hundreds of stock cars for this trade. We endeavored to obtain fifty to start this lot. When making the requisition I learned they had over one hundred and fifty stock cars in their Denver yard. I spent three days trying to get these fifty cars—longer than it would have taken to move the cars to Pueblo and return them with the stock—and was then told, "We cannot possibly spare you the stock cars as we have use for every available stock car to handle shipments already contracted and heavy shipments on the main line." Not three hours before this word was received, I learned, from two officials, whose business it was to know, that they then had fully one hundred and twenty-five stock cars in Denver yard; and personally, I went through their yard the same afternoon and saw a long side track filled with stock cars that I had noticed in the same place a week before. I also learn, positively, that while we were trying to obtain these cars the agent of the Denver and Rio Grande, at Pueblo was boasting that "they had positive assurance that the Union Pacific would not give the New Orleans any stock cars;" and was using this as an argument to try and get this same stock over his road.

When this stock business was first proposed I stated "if, necessary we would furnish our proportion of cars for this trade," but was answered, "Oh, we have plenty of cars," and a recent trip over their road showed me nearly every side track full of empties.

Cattle shipments from the south to Wyoming have been almost at a standstill the past few days, partly by reason of dissatisfaction of owners of herds of the way they are handled. I have been in communication with some of these parties and have been positively assured if we could arrange to handle their cattle they would ship at once and were waiting for us to get in shape to do it. With the Denver and Rio Grande publicly boasting that the Union

Pacific will not furnish the New Orleans any cars for stock it is plain to see how little the wishes of shippers are consulted in routing their freight.

There is to-day a large business both in and out between points on our line and the Union Pacific that we could secure, most of which is entirely a new business to them—would insure them a large tonnage and long hauls—a considerable part of which, by reason of their refusal to handle with us, shippers are, against their wish, obliged to send by other routes.

I have facts and figures, and am prepared to make offers and guarantees of business which I am confident will convince any fair-minded party of the desirability of the two companies entering into business relations, beneficial to each other and the public; and if this question can be considered on its merits, I believe it cannot fail to be decided as we desire. Very truly, yours.

W. S. TAYLOR,
General Traffic Agent.

EXHIBIT C.

DENVER, COLO., July 8, 1885.

HON. W. B. FELKER,
Railroad Commissioner:

DEAR SIR—As a supplement to my communication in regard to an exchange of business with the Union Pacific Railway, I herewith present another communication from Traffic Manager Taylor, for your information, marked "C." As to the last request for cars to haul cattle, I call attention to the fact that the business is wholly within this State. He offers to furnish his proportion of cars according to the mileage of the train.

Very respectfully, your obedient servant,

JOHN EVANS, *President,*
On behalf of the Denver and New Orleans.

DENVER, COLO., July 8, 1885.

HON. JOHN EVANS, *President:*

MY DEAR SIR—Supplemental to my communication of the third, relative to impediments in way of our doing business with the Union Pacific Railway: This a. m., I saw Mr. Adams, the owner of the cattle I referred to therein. He

informed me, after we were refused the cars, he looked at the Denver and Rio Grande stock yards, at Pueblo, but their location in town and surrounded by railroad tracks, would prevent his handling wild range cattle there. Also, the treatment he had received from that company stood in the way of doing business with them if he could possibly avoid it; hence, he yesterday started to drive the cattle to Wyoming in spite of the protests of ranch owners en route.

The result of the Union Pacific's action in this case is: Both the Denver and New Orleans and the Union Pacific lose the freight—the Denver and Rio Grande, in whose behalf the Union Pacific's action presumably was taken, gains nothing but ill-will; the owner of the cattle has been held at Pueblo at an expense equal to what it would cost him to ship, and now is obliged to drive with probably as much additional cost, and chances decidedly in favor of having to fight his way through.

Understanding the situation thoroughly, Mr. Adams appreciated our position, but his denunciations of the treatment he was receiving were more emphatic than polite.

I took occasion to look through the Union Pacific yards again to-day and found the side track, referred to in my former letter, still full of stock cars, apparently the same cars I saw there some two weeks ago.

I am to-day advised:

"On and after this date all freight received by us for points on your road will be delivered to you in our cars for transfer only. And under no circumstances must our cars be sent out on your road. This by order of Superintendent E. Dickinson.

Signed.

T. D. WHITTALL, *Agent.*"

For the past two weeks merchandise and ore in Union Pacific cars have been permitted to run over our road without transfer, but it appears this is to be permitted no longer.

Mr. Whittall informed me personally he had standing orders to, and did, send Union Pacific cars over the Denver and Rio Grande railway without limit.

I am to-day ordering of the Union Pacific thirty-five cars to move a lot of cattle, contracted after conference with Messrs. Kimball & McMillan, as to rates and use of their cars. These cattle go from Pueblo to Denver Junction—points within this State.

From Mr. Whittall's letter and our experience of the past week, you will see the slight probability of our obtaining these cars and the much greater probability of a citizen being forced to ship by a line he dislikes, or incur the cost and trouble of driving his cattle.

Yours very truly,

W. S. TAYLOR,

General Traffic Agent.

The foregoing petition and exhibits, and the following letter of advice, were forwarded to the Hon. Charles F. Adams, Jr., on twelfth day of July A. D. 1885:

LETTER OF ADVICE.

STATE OF COLORADO,
OFFICE OF THE RAILROAD COMMISSIONER. }

HON. CHARLES FRANCIS ADAMS, JR.,

President of the U. P. R'y Co., Boston, Mass.:

DEAR SIR—The petitioner, the Denver and New Orleans Railroad Company, a corporation organized under the laws of the State of Colorado, with a trackage of 137 miles in operation, represents that for a long period of time there has existed, and still does exist, a contract between the Atchison, Topeka and Santa Fé railroad, the Denver and Rio Grande railway, and the Union Pacific railway companies, known as the "tripartite agreement," by the terms of which a division of all Colorado business is made among those companies to the exclusion of all other competitive railroads.

That hitherto said railroad companies have refused to enter into business relations with petitioner, or in any manner interchange business or recognize petitioner as a common carrier, as is customary with connecting lines of railroad.

That such refusal has not only diverted business from petitioner's road, but has occasioned great public injury and inconvenience.

The petitioner further represents that the Union Pacific railway has lately signified its willingness to transact business upon the transfer plan with petitioner, but that the obligations contained in said tripartite agreement are still an impediment to a full and fair interchange of traffic such as is carried on between connecting lines.

The petitioner does not ask an investigation by the Commissioner of either the law or the facts governing the case, but, assuming the facts set forth in the petition and accompanying exhibits to be true, the Commissioner is requested to give his advice in regard to the equitable duties which should induce the Union Pacific Railway Company to enter into an arrangement for the interchange of business with petitioner.

The Commissioner realizes the delicacy of the duty required to be performed, especially in view of the fact that proceedings are now pending before the Commissioner which involves an investigation of the legal obligations of two of the parties to this same tripartite agreement to do that which under the statute is now asked to be done as matter of equity. And were it not for the fact assumed in the petition, that public interests are involved, I should hesitate long before advising one railroad company to enter into business relations with another.

But when public highways having physical connections are closed to the shipper, unless he be willing to suffer the loss and inconvenience of transferring his own shipment, it becomes a matter of public concern, and public justice demands that railroad animosities shall cease in the presence of the public welfare. When one railroad company refuses to recognize another railroad company otherwise than as an ordinary shipper, it retards the customary pro-

gress of carriage, occasions loss and extra expense in transfer of goods from one car to another, and delays the shipment upon its journey. Who must suffer this loss? Who does suffer the loss?

The right of the shipper to order his shipment over such route as he may desire, will not be disputed. If he have two or more highways, he may exercise his preference, and who is to dispute or even interfere with his method of doing business? In the language of Charles Francis Adams, Jr., at Portland, Oregon: "The railroad management which undertakes in that way to hamper the natural freedom of trade is not minding its own business. Whether it makes a fortune or not, it does not deserve to make one."

In so far as the alleged tripartite agreement attempts to change the legal obligations of the contracting parties to the public, it is clearly against public policy and void. It is not in the power of a railroad company by combination or otherwise, to divest itself of the least of its statutory or common law liabilities as a common carrier. One of the duties of a common carrier is to transport shipments appearing on his bill of lading with all reasonable dispatch. Shall the shipper be obliged to stand speechless and damaged while two common carriers refuse to recognize each other and their respective relations to the public? One common carrier upon a public highway, stands at the terminus of two other converging highways and says to the shipper:

"Unless you ship with the common carrier whom I may direct, I will not receive your goods otherwise than by trans-shipment." The hand of iron coming out of this tripartite agreement is ever ready to crush the friendly shipper over the road of petitioner. Even the stockholder of petitioner's road, if he happens to be a heavy shipper off the line of his own road, is compelled to forego his preference and capitulate to the combined enemy.

Passing the question of the legal right to enforce such a policy, the question will naturally come up, is it justice? Is it right? Is it even good railroad management? To crush petitioner's road because it is weak, is downright injustice. To force commerce through an unwilling channel to the inconvenience and injury of commercial industry is a wrong to the public. To refuse business intercourse unless it comes through a certain channel is bad railroad management.

The petitioner sets forth loss of traffic to the Union Pacific railway, as well as the Denver and New Orleans railway. The refusal to interchange cars lost the Adams herd of cattle to both roads; and many other similar transactions are recited. Wise management seeks traffic; reaches out to grasp every hand of trade and commerce, and refuses none.

The same sense of self interest that actuates business men to adopt principles of fair dealing among men, should actuate railroad managers toward communities with whom they seek business relations. No business can so readily accumulate enemies, and no business stands more in need of cultivating friends. Especially is this so in localities of sharp competition.

The road of petitioner was built with Colorado capital; it is owned and managed by Colorado men; its traffic, as yet, is local, confined within the State; its friends are Colorado shippers. By pursuing a just and liberal policy, you can make them your friends. The Union Pacific, as a corporation, is powerful enough to do right. It is beneath its dignity to do right when it is for its interest, and wrong when it is not. To my personal knowledge, not one of the general officers of that great corporation, as individuals, would for a moment occupy such a questionable position. I can see no reason for enforcing a different rule in railroad management.

I, therefore, most earnestly urge the president and general officers of the Union Pacific Railway Company to carefully investigate and consider the matters set forth in the annexed petition, and accompanying exhibits, and then deal out even handed justice to petitioner, to the public who desire to do business over your road, and thereby do that which will reflect credit upon the intelligent management of the great public corporation which you represent.

Yours, respectfully,

W. B. FELKER,
Commissioner.

To the foregoing letter of advice, the Commissioner received the following answer:

CHICAGO, Illinois, July 21, 1885.

HON. W. B. FELKER, Denver, Colo.:

MY DEAR SIR—I have to acknowledge the receipt from your office, bearing no date, of certain recommendations made upon an *ex parte* application of the Denver and New Orleans Railroad Company, respecting the business relations alleged to exist between that company and the Union Pacific Railway Company. Those relations, it is stated in your communication, are unsatisfactory and unjust to the Denver and New Orleans Company; and you apply to the president and board of directors of the Union Pacific to modify them.

It is, of course, unnecessary for me to point out to you, that the relations of the railroad companies which together afford its railroad facilities to Colorado, as to other communities, are somewhat complex. For one company to establish for itself, or accept a code of working principles, however theoretically or economically elevated, without regard to the views, or financial and territorial exigencies of other companies, would evidently lead to conflicts most prejudicial to the community as well as to the railroads. Railroad companies are business concerns, and must be managed, if they are to be managed successfully, on business principles among themselves. If I am correctly informed, all the corporations operating railroads in Colo-

rado are, as respects the matters to which your letter relates, in the same position as the Union Pacific. I do not understand that your letter, or the recommendations contained in it, are addressed by you to any company except the one which I represent. Should the Union Pacific act independently, and in the manner you suggest, the result would be inevitable, and so apparent that it is unnecessary for me to point them out.

Under these circumstances, it seems reasonable to request that any recommendations addressed to the Union Pacific should also be addressed to all other companies similarly placed. It will then be possible for those companies to act in concert, and by acting in concert to avoid conflicts, and grave consequent injury to the interests of Colorado; a result which I am confident no one would deplore more than yourself.

I remain, very truly yours,

CHARLES F. ADAMS, JR.,
President.

CASE No. 6.

THE DENVER AND NEW OR-
LEANS RAILROAD COMPANY,
Complainant,

vs.

THE ATCHISON, TOPEKA AND
SANTA FÉ R. R. CO., THE
DENVER AND RIO GRANDE
R'Y CO., AND THE BURLING-
TON AND MISSOURI RIVER
R. R. Co., *Respondents.*

*Refusal to honor tickets, bill
freights, exchange and
haul cars, and do a gen-
eral connecting business.*

Filed October 20, 1885.

COMPLAINT.

DENVER, COLO., June 13, 1885.

HON. W. B. FELKER, *Railroad Commissioner
of the State of Colorado, Denver, Colo.*

SIR—Some four years ago a number of the most enterprising citizens of Colorado, men who have taken a leading part in many of the important enterprises that have

changed Colorado from a wilderness to its present development, seeing the great importance of a direct line of railroad from Denver through Texas to the Gulf of Mexico, organized a company to build it.

So great was the confidence in the enterprise that they put over two millions of Colorado cash into it, more than twice as much home capital as has ever been invested in any other enterprise in the State.

The necessity to the general prosperity of the State, for the early completion of the road to a through connection with the railroads of Texas, and the Gulf of Mexico, has become more and more apparent ever since it was projected. It would save millions annually in the export of ore, matte and base bullion to the markets of the world, and a thousand miles of rail haul on a large part of the goods, wares and merchandise consumed in the Rocky Mountains. And the recent interruptions to the cattle drives, has shown that to the stock growing interest especially it is of paramount importance.

The road under the name of the Denver and New Orleans Railroad was completed to Pueblo and Colorado Springs over two years ago. But while its great public importance and the legal right of the parties to build and operate it, have never been questioned, the most extraordinary combination of railroad companies that has ever been formed for such purposes has used every possible means to break it down. It would be in vain to search the history of railroad operations for a like example of persistent effort, on the part of four great and powerful corporations, owned and controlled outside of a State, to break down a legitimate one, mostly owned and entirely controlled within it.

In this case the combination controls nearly all of the railroad business west of the Missouri River and east of California, a region of country two thousand by five hundred miles in extent. It has endeavored to enforce absolute non-intercourse with your petitioner generally; refusing to interchange freight or passengers with it, even to and from local points on its line, and refusing to deliver freights although consigned to it, or honor tickets issued by other companies over it. In locating the line, the engineers

found the best route from Denver to Galveston was by the way of Pueblo, which brought it into competition with a part of the line of the Denver and Rio Grande railway. The management of that road conceived the idea that it was their duty to break it down and to hold all other railroads to non-intercourse for the purpose. Although the completion of its short line to the sea would have benefitted the property of the Denver and Rio Grande Railway Company as much if not more than any other property in Colorado, yet its management made a suicidal effort, doing all competitive business for less than cost on their line, in order to ruin the Denver and New Orleans company. For over two years, and until its management had passed into the control and direction of the court, was this vindictive policy pursued. This combination is operating under a contract to destroy the value of the property of your petitioner, which in an able opinion by Hon. Moses Hallett, judge of the United States District Court, which was concurred in by Hon. Judge McCrary, then on the bench, was pronounced to be "a conspiracy to grasp commerce and prevent the building of railroads and void."

Out of defense to the Denver and Rio Grande, the other parties to the said unlawful agreement continue to decline to do business on fair and equitable terms with the railroad of your petitioner. Some of them profess a willingness to exchange business with the Denver and New Orleans road on fair and equitable terms, as they do with every other railroad from Main to California, if the authorities of the Denver and Rio Grande will permit them to do so.

Since thus far your petitioner has been unable to obtain that permission, your official authority is invoked to prevent the continuance of such gross injustice and unlawful discrimination as are continually being practiced against your petitioner in violation of the law of common carriers, the constitution of the State of Colorado, and the law recently passed by its legislature creating the office now held by your honor.

The seventh section of that law prohibits discrimination by any railroad corporation against any person, company or corporation.

As the Atchison, Topeka and Santa Fé Railroad Company, the Burlington and Missouri River Railroad Company, and the Denver and Rio Grande Railway Company are continually and daily violating these laws by refusing to bill freights, honor tickets, switch and exchange cars, etc., over and with the Denver and New Orleans Railroad Company at the same rates and upon "like conditions and under similar circumstances" as they do with other railroads and with each other, your official authority is invoked to secure for your petitioner these privileges, and all the rights it is entitled to enjoy, under the laws of the State.

I herewith submit specifications, furnished by W. S. Taylor, Esq., traffic manager, for your information.

Very respectfully, your obedient servant,

JOHN EVANS, *President,*
in behalf of the D. & N. O. R. R.

DENVER, Colo., June 8, 1885.

HON. JOHN EVANS, *President:*

MY DEAR SIR—As per your request, I beg to hand you statement of some of the discriminations of the Burlington and Missouri and Atchison, Topeka and Santa Fé railroads against this company.

If Judge Felker can correct these, I can furnish others to work on.

Very truly yours,

W. S. TAYLOR,

General Traffic Agent

STATEMENT.

DISCRIMINATION AGAINST THE DENVER & NEW ORLEANS RAILROAD.

The Burlington and Missouri River road refuses to do any business whatever with the Denver and New Orleans Railroad.

Refuses to deliver it freight consigned to or in its care, or obey order of consignees to route freight to Denver and New Orleans.

It absolutely refuses to receive any freight from the Denver and New Orleans, and the only way the latter company can secure its freight being forwarded over the Bur-

lington and Missouri is to turn it over to a third party who is required to make out a new bill of lading, noting the freight as originating at Denver.

The usual custom between railroads to transfer freight from one road to the other, on transfer sheets, the Burlington and Missouri utterly refuses to observe, in connection with the Denver and New Orleans, or to deal with the agents of the latter as representatives of a transportation company. It also refuses to allow its freight cars to pass to the Denver and New Orleans, as is customary between connecting roads, and has torn out track connection made by the Denver and New Orleans, so that there is now no physical connection between the two tracks, although the Burlington crosses three tracks of the Denver and New Orleans.

The Atchison, Topeka and Santa Fé Railroad Company refuses to allow any exchange of cars with the Denver and New Orleans; to take freight offered it loaded in Denver and New Orleans cars, or allow its cars loaded for Denver and New Orleans points, to go over the latter road, although it furnishes all the broad guage cars from the south for Denver and Colorado Springs, over the Denver and Rio Grande Railway.

It carries this prohibition so far that it refused to take a Denver and New Orleans car, loaded with cattle, from the junction of the two roads, at Pueblo, to its stock yards, to transfer to its own car, a distance of less than a mile, but required the stock to be driven through the city.

Except in one particular case, where local influence compels a different course, the Atchison, Topeka and Santa Fé refuse to switch Denver and New Orleans cars to any of its own or customer's side-tracks connected with its system at Pueblo. Although it freely switches any and all cars of the Denver and Rio Grande on request. Many of its tracks are in public streets where it is impossible to lay additional tracks without interfering or blocking travel, hence the only way outside roads can reach their customers are over the tracks already down.

We claim it is an established and well recognized custom all over the country for one road to switch cars of another company on demand, for compensation. The only

deviation from this rule, in this State, is the refusal of the Burlington and Missouri Railroad, the Atchison, Topeka and Santa Fé Railroad, and in most cases, the Denver and Rio Grande Railway, to switch cars of the Denver and New Orleans Railroad.

The complaint and statement was served on the several respondents; to which the following demurrers were made and filed:

TITLE. DEMURRER.

And now comes William S. Jackson, receiver of the goods and property of the Denver and Rio Grande Railway Company, by Edward O. Wolcott, his attorney, and demurs to the petition filed herein, because the Hon. Railroad Commissioner, of the State of Colorado, is without jurisdiction in the premises.

W. S. JACKSON, *Receiver.*
By EDWARD O. WOLCOTT, *his attorney.*

TITLE. DEMURRER.

And now comes the Burlington and Missouri River Railroad Company in Nebraska, by Edward O. Wolcott, its attorney, and demurs to the petition filed herein, because the Hon. Railroad Commissioner, of the State of Colorado, is without jurisdiction in the premises.

THE BURLINGTON & MISSOURI RIVER RAILROAD CO.
By EDWARD O. WOLCOTT, *its attorney.*

TITLE. DEMURRER.

The Atchison, Topeka and Santa Fé Railroad Company, party defendant to above stated complaint, filed by the Denver and New Orleans Railroad Company, hereby gives notice, that upon the argument of the same, it will demur thereto, and insist that the matters and things alleged in said complaint are not within the cognizance of the Hon. Railroad Commissioner, of the State of Colorado, and that no relief can be granted by him in the premises.

CHAS. E. GAST,
Solicitor for the A., T. & S. F. R. R. Co.

On September 17, 1885, the complainant, by Hon. Thomas Macon, and the respondents by Hon. E. O. Wolcott and Charles E. Gast, Esq., appeared before the Commissioner, orally argued the issue of law raised by the demurrers aforesaid, and thereupon submitted the same.

OPINION.

Accompanying the complaint are submitted certain specifications, in the nature of a bill of particulars, to which the complaint refers the Commissioner for information. I shall treat this document as constituting a part and parcel of the complaint in this case for the reason that it specifically sets forth the commission of the particular acts, which in the complaint is charged in a general way to be unlawful discrimination. I am more inclined to do so from the fact that both the complaint and specifications were evidently drawn without the aid of legal advice, and by persons entirely innocent of all legal knowledge of forms of pleading. The gist of the complaint is, that respondents refuse to bill freights, honor tickets, switch and exchange cars, etc., over and with the Denver and New Orleans Railroad at the same rates and upon like conditions, and under similar circumstances as they do with other railroads and with each other. There are certain charges made against the Burlington and Missouri River Railroad Company, also against the Atchison, Topeka and Santa Fé Railroad Company not common to the other respondent, nor to each other, which will be hereinafter treated of separately.

To this complaint the respondents separately demur, assigning as a ground therefor that the Commissioner is without jurisdiction in the premises. The arguments of counsel upon the issue of law thus raised, were directed not so much to the power of the Commissioner to encompass whatever remedy complainant might have, as to the question whether the complaint set forth sufficient facts to entitle the complainant to any remedy. It was not seri-

ously questioned by the eminent counsel for the respondents, but that, if any law of this State concerning railroads had been violated, the Commissioner was clothed with power to proceed to an investigation, make such order or determination thereon, and take such steps to enforce the same as by statute authorized.

If no law of the State has been violated, then clearly, the Commissioner has no power to grant relief in the premises. The offense complained of is unjust discrimination; and is charged in the language of section 7 of the act of the Fifth General Assembly, concerning railroads. All of that portion of the section, which is pertinent to the present inquiry, is as follows: "No railroad corporation shall, without the written approval of said Commissioner, charge, demand or receive from any person, company or corporation for the transportation of persons or property, or for any other service, a greater sum than it shall, while operating under the classification and schedule then in force, charge, demand or receive from any other person, company or corporation for a like service from the same place, or upon like conditions and under similar circumstances, and all concessions of rates, drawbacks and contracts for special rates shall be open to, and allowed all persons, companies and corporations alike, at the same rate per ton per mile, upon like conditions and under similar circumstances, except in special cases designed to promote the development of the resources of this State, when the approval of said Commissioner shall be obtained in writing." The question turns solely upon a construction of this statute.

It was conceded by the learned counsel for the complainant, that this statute was but a reiteration of the constitution of this State, and that both were merely enunciatory of the principles of the common law. Taking this conces-

sion in its broadest sense, renders the problem to be solved by these demurrers of easy solution; for it must be conceded that prior to the passage of this statute the law governing the rights and liabilities of these parties in relation to the matters herein complained of was finally settled by the highest judicial tribunal in the land, in the case of the Denver and New Orleans Railroad Company *vs.* The Atchison, Topeka and Santa Fé Railroad Company; 110, U. S. Reports, 667.

As there appeared to be some dispute upon the argument between the learned counsel of the respective parties as to exactly what the Supreme Court of the United States had decided it will be necessary to state what, in the opinion of the Commissioner, constitutes the full scope of that decision so that we may know just what there is left to decide. In the statement of facts preceding the opinion the following is stated by Chief Justice Waite to be the object and purpose of the suit as disclosed by the bill filed:

"The general purpose of the suit was to compel the Atchison, Topeka and Santa Fé company to unite with the Denver and New Orleans company in forming a through line of railroad transportation to and from Denver over the Denver and New Orleans road, with all the privileges as to exchange of business, division of rates, sale of tickets, issue of bills of lading, checking of baggage and interchange of cars, that were or might be customary with connecting roads, or that were or might be granted to the Denver and Rio Grande Railroad Company, another Colorado corporation, also owning and operating a road parallel to that of the Denver and New Orleans company between Denver and Pueblo, or to any other railroad company competing with the Denver and New Orleans for Denver business." It might be well to observe here, that this is identical with the purpose sought to be accomplished by these proceedings. In delivering the opinion of the court, Chief Justice Waite considers the questions involved under two heads:

First—The respective rights of the parties under the constitution of Colorado; and

Second—Their relative rights as common carriers under the constitutional and common law obligations combined.

Section 6 of article 15 (being the equality clause) is disposed of by the remark that it "imposes no greater obligations upon the company than the common law would have imposed without it."

No importance is attached to section 4 outside the requirement concerning intersection and connection of roads. The Chief Justice disposes of this clause almost as summarily, and holds that the constitution requires only a physical intersection or connection and does not contemplate the formation of a continuous line of road and a consequent business connection between companies. This disposes of the constitutional question embraced in the first heading. To the consideration of the questions embraced in the second heading, the weight of the opinion is directed. Without quoting from the learned opinion of the chief justice, I extract the following propositions of law enunciated:

A common carrier is not bound to carry only on his own line.

If he contract beyond, he may select his own connections and choose his own agencies.

That in the absence of statutory regulations, companies are not obliged to form a continuous line of transportation and do a connecting business.

Companies are not obliged to interchange and haul each others cars, nor honor each others tickets, bills of lading, baggage checks, nor in any manner deal with or recognize each other as transportation companies.

The law laid down in this decision covers the broad ground, that in the absence of legislation, every transporta-

tion company as against any other transportation company, can enforce the hard, selfish doctrine of strict non-intercourse. That each must deal with the other, if at all, as shippers, forwarders, customers of the road, nothing more. I see no escape from the sweeping results of this decision, except through legislative interference.

The complaint rests upon the section of our statute directed against unjust discrimination; and the complainant insists, notwithstanding the admission of its able attorney, that this statute goes beyond and has a broader scope than the constitution of this State, or the principles of the common law. That it embraces legislation such as was suggested by Chief Justice Waite in his opinion in the case of the Denver and New Orleans Railroad Company *vs.* The Atchison, Topeka and Santa Fé Railroad Company *supra*. And complainants counsel, unmindful of his admission, made a very learned argument upon authorities cited, to the point, that all common carriers must be placed upon an equality; on the same business footing; provided with the same conveniences and the same facilities. Were I to hold him to the logical sequence of his admission, it would destroy the whole force of his able argument and end further consideration of complainants case. But out of deference to the positions assumed and the points discussed, and that it may not be said that the Commissioner has overlooked important questions tending to the establishment of jurisdiction, a brief review of this aspect of the case will be made.

It was urged that a common carrier has the same public right to demand facilities for transportation that an ordinary shipper has. And in support of such doctrine, the following cases were cited: Parker *vs.* The Great Western Railway Company, 73 Eng. Com. L., 545; Sanford *vs.* Railroad Company, 24 Pa. St. R., 378; New England Express Co. *vs.* Maine Central Railroad Company, 57 Me., 188; Dins-

more *vs.* Louisville, Cincinnati and Lexington Railway Company, 2 Fed. Rep., 465; and Southern Express Company *vs.* L. and N. Railroad Company, 4 Fed. Rep., 481.

I do not understand that the doctrine of these cases is disputed. The trouble seems to lie in discrimination of the true relations existing between the parties. In what character must the public right be demanded? In the character of shipper or forwarder he may force transportation to the ultimate destination; but where is the power to enforce a corresponding obligation, while acting solely in the character of a common carrier? I know of none, and none was pointed out by counsel during the course of his able argument.

By wading through the case of *Parker vs. The Great Western Railway Company supra*, some intimations may be picked up that might lead to such a conclusion; but it must be remembered that this case was brought in 1848, upon an English statute, 5 and 6 W., 4. It was the Act of Parliament, incorporating this very railway company; and by the provisions of which, all persons had the right to the free use of the roadway with "wagons" of their own construction, by paying such tolls as the company should demand, not exceeding those fixed by the Act.

There is little to be gained by consultation of English statutes or decisions under them, in search for remedial power in the constitution and statutes of our State. No two systems could be more diametrically opposed to each other, than the American and English.

From the first Act of Parliament in 1801 down to the present time, each railroad company has been governed by its special act of incorporation.

All English railway legislation is superlatively methodical, and collated into what is known as the "Railway Private Acts." From 1801 to 1823 they were called "Railway

and Tramroad Acts." The character of the way assumed that of the ordinary toll road. All persons were authorized to use the roads, furnish their own wagons, and motive power, which consisted of horses and men, and for the use of the road toll was paid to the corporation. A person desirous of engaging in the business of carrier could put on a line of wagons, hitch up his horses, crack his whip, and proceed to serve the public.

The first act authorizing the use of steam locomotives was in 1823, on the Stockton and Darlington Railway. It is apparent from the language of this act, that it was not contemplated that the railway company would change its character, but continue to charge toll for the use of the way, and additional toll for the use of the locomotive in expectation that the economy of steam would supersede horse power. Each subsequent act provides for a maximum toll for the use of the way, and when the use of the locomotive is authorized a maximum toll for haulage. It was not until 1845, and after the railway corporations had themselves become common carriers that maximum rates were established in all the Acts of Parliament. Notwithstanding the establishment of maximum rates, the old system of maximum tolls are still retained in every "Railway Private Act" in the kingdom. The antiquities of the old tramroad acts have been imported into each and every railway act down to the present time.

Common carriers, other than the railways themselves, still retain statutory rights that enable them to perform a portion of the service, entitling them to a ratable proportion of the maximum charges allowed by law.

In the latter acts railway companies have maximum rates not only for service ordinarily performed by common carriers, but for loading, unloading, insurance, storage and everything incidental to the carriage of the goods; and in addition to these the railway companies perform like ser-

vice to our express companies; collect goods for shipment, deliver the same at the door of the consignee, for which service maximum rates are charged. The company makes out a bill of items like a lawyer's fee bill, for every service performed and everything incidental thereto. It may consist of maximum tolls, or maximum rates, or a little of both. It may be for the entire service of transportation from the door of the consignor to the door of the consignee, or it may be for only a portion thereof. The service may be performed for the individual shipper, or it may be for a carrier; but whatever performed, or for whomsoever performed, the charges must be at a reasonable rate and without unjust discrimination. The individual carrier stands on the same footing as the individual shipper, each can enforce his statutory remedy according to the terms of the Private Acts.

The entire operation of the road may be carried on by job work and piecemeal at the option of the shipper or carrier. There is not a single railway act in England to day but that has a provision embracing this same old toll system. The English Parliament has not been known to have had a new railroad idea for the last forty years; and the English courts circumscribed by English statutes could not be expected to render judicial decisions interpreting statutory right which would not be a delusion and a snare when applied to railway management in America.

The American Express cases cited are enclosed within a small compass, embracing three distinct points, upon which the decisions appear to be uniform.

First—That express business is *ultra vires* the corporate powers of railroad companies. That they cannot be compelled to perform such service, neither can they legally volunteer to undertake it.

Second—That express business is an organized branch of business separate and distinct from railroad service.

That by rapid transit and quick, safe delivery of goods to all parts of the country it has enlarged its convenience and usefulness to the public to such an extent as to make its continuance a public necessity.

Third—That such public necessity imposes a duty upon railroad companies to make provision for that class of carriage. That in making such provision the express company and the railroad company bear to each other the relation of shipper and carrier and that all such shippers shall be placed upon an equality. That, notwithstanding the pursuit of the business may antagonize the interests of the railroad company and deprive it of a portion of the profits of the carrying trade, yet when, in the character of shipper transportation is demanded the railroad company is legally bound to render the service without discrimination against the person or company so demanding.

In respect to the point of discrimination, the American cases follow the case of *Parker vs. The Great Western Railway Company supra*. But the cases both English and American stop far short of the ground taken by the complainant in this case. They nowhere hold, that because a shipper may also be a carrier the railroad company shall recognize his character as a fellow-carrier and treat with him and enter into business relations with him as such.

Unless voluntary contractual relations exist between railroad companies, the law imposes none other than that of forwarder on the one part and carrier on the other.

That the public may not suffer inconvenience and injury through disagreements between carriers at terminal points, the law permits the carrier in possession of goods entrusted to his care to assume the character of shipper and forward the goods upon their journey ; and the forwarder may ship them over any route he may choose, unless ordered otherwise by the consignor.

These are laws of commerce, acknowledged and acted upon the world over.

It was said on the argument that railroad companies having obtained greater concessions from the public, owed greater public obligations. But how is the obligation created? Certainly not by the common law, for the concession comes not from that source. The only principle of the common law that accompanies voluntary concession is, that one who enjoys the benefit of a donated grant shall not use it to the injury of the giver. The power to concede has the power to impose, and that power rests solely in the people. Its expression is found in the written law of the State.

Without stopping to discuss the public duties of railroad corporations, it is enough to say, that whatever they may be can cut no figure in this case, for the law is well settled, that a railroad corporation owes no duty to the public beyond its termini, save what it may voluntarily contract.

It was further claimed on the argument that the words company or corporation, as used in the discrimination clause of our statute, included railroad corporations in their character as such and that no discrimination was permitted in favor of one and against another common carrier. That like service must be performed on like conditions for one as for another. It seems clear to my mind that the language of the statute precludes that idea. The statute reads "No railroad corporation shall----charge, demand or receive----a greater sum than it shall, while operating under the classification and schedule then in force, charge, demand and receive," etc. The classification and schedule referred to in this section is the same, identical classification and schedule required by section 8 to be posted up for the use of the patrons of the road. This classification and

schedule is required for the purpose of securing uniformity of freight rates and is intended to be published and used solely as between shipper and carrier. When used in section 7 these words not only indicate the character of the service, but clearly identifies the character of the parties to the transaction. The character of the service is transportation of persons or property, or other service in accordance with the "classification and schedule then in force;" and the dealings in relation thereto, is between the railroad corporation on the one hand and the shippers or patrons of the road on the other. If complainant under this section can compel respondents to haul its cars over their roads, then every shipper and every customer of a railroad company can construct his own cars and compel the railroad company to haul them.

It seems plain that this statute will not bear so violent a construction.

The very able Board of Railroad Commissioners of the State of Iowa, in two opinions have held, that furnishing cars for transportation of freight off its own line and upon the line of another road, cannot legally be required either upon the requisition of a connecting railroad, or a shipper. *Alex Risk vs. Ill. Cen. R. R. Co.*, Com. Rep., 1880, page 115; *Frank H. Jerome vs. C. B. & Q. R. R. Co.*, Com. Rep. 1882, page 445.

If there still remains doubt concerning the true construction of this statute, it cannot fail to be removed when confronted with the history of railroad legislation in this State.

The Fourth General Assenbly refused to pass house bill 135, which was "An act to prescribe the duties of connecting railroads," and provided for the enforcement of the same rights demanded in the complaint in this case. In the Fifth General Assembly six different bills were introduced, each and every one of which contained a connecting

clause compelling railroads to do business with each other. Two of them contained a clause conferring upon the Commissioner power of enforcement, but each and every one of these bills were refused passage. The Commissioner is now called upon by this complainant to do that which the two legislatures refused to do; urged to the exercise of a power which the last legislature by positive and unmistakable action refused to confer upon the Commissioner. While the Commissioner would willingly go to the very verge of power conferred, to remedy an existing evil, he has not the least inclination to arrogate to himself legislative functions.

The main facts set forth in the complaint do not show a violation by respondents of any legal obligations; and the Commissioner is therefore powerless to afford complainant any relief.

In the specifications filed, there is a charge made against the Burlington and Missouri River Railroad Company, that if true is clearly an act of discrimination within the provisions of our statute. It is in the language following: "The Burlington and Missouri River railroad refuses to do any business whatever with the Denver and New Orleans railroad; refuses to deliver it freight consigned to, or in its care, or obey orders of consignee to route freight to Denver and New Orleans. It absolutely refuses to receive any freight from the Denver and New Orleans, and the only way the latter company can secure its freight being forwarded over the Burlington and Missouri is to turn it over to a third party, who is required to make out a new bill of lading, noting the freight as originating at Denver."

Complainant has the same rights under the law as any other shipper or consignee, and those rights must be respected.

The specifications make the following charge against the Atchison, Topeka and Santa Fé Railroad Company, viz:

"The Atchison, Topeka and Santa Fé railroad refuses to switch Denver and New Orleans cars to any of its own or customer's side tracks connected with its system at Pueblo, although it freely switches any and all cars of the Denver and Rio Grande railway on request. Many of its tracks are in public streets where it is impossible to lay additional tracks without interfering with or blocking travel; hence the only way outside roads can reach their customers is over the tracks already down. We claim it an established and well recognized custom all over the country for one road to switch cars of another company on demand for compensation." The Commissioner is not prepared to say whether this is a violation of the law against unjust discrimination or not. The question was not argued by counsel, and the Commissioner passes no opinion upon it.

The Commissioner being fully advised in the premises, on motion of E. O. Wolcott, attorney for respondent, The Denver and Rio Grande Railway Company, its demurrer to the complaint is hereby sustained.

On motion of E. O. Wolcott, attorney for respondent, The Burlington and Missouri River Railroad Company, its demurrer to the complaint is hereby sustained without prejudice to complainant to file a separate complaint against respondent concerning the separate matters charged in the specifications and hereinbefore specifically set forth.

On motion of Charles E. Gast, attorney for respondent, The Atchison, Topeka and Santa Fé Railroad Company, its demurrer to complaint is hereby sustained without prejudice to complainant, if so advised, to file complaint against said respondent concerning those matters hereinbefore specifically mentioned.

Dated October 20, A. D. 1885.

W. B. FELKER,
Commissioner.

CASE No. 8.

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| ELLIS HARRIS, vs. W. S. JACKSON, RECEIVER OF THE DENVER AND RIO GRANDE RAILWAY. | } <i>Discrimination.</i> |
|---|--------------------------|

Filed September 10, 1885.

PETITION.

TO HON. W. B. FELKER,

Railroad Commissioner of the State of Colorado:

The undersigned, a citizen of the State of Colorado, and a resident of the City of Leadville, in Lake county, respectfully represents: That on or about the seventh day of July, A. D. 1885, your petitioner, in writing, requested W. S. Jackson, Esq., Receiver of the Denver and Rio Grande Railway, to ship certain cars of coal from Coal Creek, in Fremont county, to Leadville, in Lake county, in said State, and to deliver the same at a certain loading point, and unloading point, on the line of the track of said Denver and Rio Grande Railway, at said City of Leadville, known as the Tabor mill site.

That pursuant to said request seven car loads of coal were hauled over said railway from Coal Creek to Leadville aforesaid, for your petitioner, but when said cars, so loaded with coal, reached Leadville aforesaid, the agent of said railway at Leadville, to wit: George W. Cook, as your petitioner is informed and believes, by the order and direction of said W. S. Jackson, wholly refused and still refuses to allow said car loads of coal, or any or either of them, to be switched or hauled to said Tabor mill site, although often requested so to do by your petitioner.

Your petitioner further shows that it is his intention and purpose to engage in the retail coal trade at Leadville aforesaid, and that it was for that purpose and for no other or different purpose, that he requested said coal to be so shipped and hauled from Coal Creek to Leadville as aforesaid. That he owns and is in possession of the said Tabor mill site. That he has there erected, ready for use, sheds and platforms, also scales and grounds and space

suitable and convenient for the handling of coal. Also, good roads and wagon ways for hauling and delivering coal, and that he has no such facilities at any other place in or about Leadville, and cannot provide the same at any other point without great expense. That said Tabor mill site is conveniently located on the line of a branch of said Denver and Rio Grande Railway, much used by said company in the operation of said railway for handling freight in carload lots. That for a long time last past freight, including coal in carloads has been received and delivered over said track, for and at the request of patrons of said railway. That among other freight, coal in carload lots, is being constantly delivered, whenever requested, at various points and to various patrons of said railway over said branch track. That some of the parties to whom coal has been delivered as aforesaid are the following, to wit: For Frank Gay, at the Pacific Iron works; to Frank Brooks, at the Antioch stamp mills; to the Harrison Reduction works; to the Myers Sampling works; to the Leadville Gas company. That in so delivering coal to the Antioch stamp mill, also to the Harrison Reduction works, the cars so loaded with coal are run directly past the said Tabor mill site. That at said Tabor mill site are already constructed suitable side tracks and switches for handling and unloading coal without inconvenience to other persons or parties, patrons of said railway or otherwise.

Wherefore your petitioner says said Denver and Rio Grande Railway Company and said W. S. Jackson, Receiver thereof, unjustly and unlawfully discriminates against your petitioner in the transaction of its business.

All of which is respectfully submitted.

Dated this July 21, A. D. 1885.

ELLIS HARRIS.

STATE OF COLORADO, }
COUNTY OF LAKE, } ss.

ELLIS HARRIS being duly sworn upon oath says he is the agent of A. Harris & Co. above named, that he has heard read the foregoing petition, and that the matters and things therein stated are true of his own knowledge, except as to

those matters therein stated upon information and belief, and as to those matters he believes it to be true.

ELLIS HARRIS.

Subscribed and sworn to before me this twenty-second day of July, A. D. 1885.

W. B. FELKER,

Railroad Commissioner of Colorado.

ANSWER.

STATE OF COLORADO, } ss.

Before HON. WILLIAM B. FELKER,
Railroad Commissioner.

In re PETITION OF ELLIS HARRIS.

W. S. JACKSON, Receiver of the Denver and Rio Grande Railway, for answer to the petition of Ellis Harris herein, denies that he has in any manner whatever unlawfully or unjustly discriminated against said Ellis Harris, or against A. Harris & Co., in the transaction of his business as receiver of said railway or otherwise. And on information and belief denies that said petitioner is the owner or in possession of the Tabor mill site, or that he has there erected, ready for use, sheds, platforms or scales, or that he has there ground or space suitable or convenient for the handling of coal.

And this respondent, receiver as aforesaid, alleges the facts in reference to the matters of said petition to be as follows, to-wit: That the Tabor mill site is situate on a private switch or turn-out of the Denver and Rio Grande Railway; that said switch was originally constructed at the request of the owners and managers of the said Tabor mill site for the purpose of conveying thereto ore and supplies for the mill then and there situate, and not for the use of any other person or persons. That said switch or turn-out has never been used and is not now used for the general business of said railway; that said Tabor mill site has never been and is not now a loading or unloading point for the general business transacted on said road, nor for any business except the loading of ores from certain adjacent properties.

That for convenience in delivering coal in large quantities direct to certain smelters and other consumers, and under arrangements similar to that made with said pro-

prietors of said Tabor milling property, the said Denver and Rio Grande Railway Company has since the year 1880 delivered, and this receiver is now delivering, to such of said smelters and other large consumers, as are situated along the line of said switch or turn-out, the coal required by them for their own use. But neither the said Denver and Rio Grande Railway Company nor the receiver has at any time delivered at any point on said switch or turn-out any coal for general trade, either wholesale or retail. Nor have they, or either of them, ever made or established along said track any place or point of loading or unloading coal or other shipment in the course of general business.

And the respondent represents that there are two railroads which haul coal to the said city of Leadville, to-wit: The Denver, South Park and Pacific Railroad Company, and the Denver and Rio Grande Railway Company, of which latter road the respondent is receiver. That by certain orders made by the management of each of said railroads severally in the year 1880, and which said orders were made for the purpose of avoiding unjust discrimination between the various coal dealers at said city of Leadville and vicinity, it was directed that all coal (except for the Leadville smelters, Leadville Gas Company, and stamp mills,) should be unloaded at the coal unloading stations of the Denver and Rio Grande Railway Company and of the Denver, South Park and Pacific Railroad Company, respectively, which said stations were then located and have ever since continued to be at a point on East Twelfth street, in said city of Leadville, immediately opposite the passenger depot, then and now jointly used by the two said railroad companies. The said orders so issued have ever since continued to be and are now in full force and constitute the rule of action of this respondent in the premises. And the respondent further shows that the Depot Coal Yards, so located and established by said railroad companies for the unloading of coal, were and are, in every way, convenient for the transaction of coal business at and in the vicinity of said city of Leadville. And there is no other point at or in the immediate vicinity of said city suitable for coal unloading stations, or where proper facilities can be had for that purpose; that the tracks at the said Tabor milling site consist of but two short spur tracks, capable of holding but few cars; that said tracks were not designed nor constructed for

the purpose of receiving coal ; that no coal has ever, at any time, been delivered there, except to supply fuel to the said Tabor mill, when the same was in operation ; and that coal has not been delivered for that or any other purpose, for more than three years last past.

And the respondent further represents that the principal, and, as he is informed and on information and belief alleges, the only parties shipping coal to the said city of Leadville, for the general trade of said city and surrounding country, other than said petitioner or his principals, are the Colorado Coal and Iron Company and the Union Pacific Coal Company. That both of said dealers have from time to time requested the privilege of having their coal delivered at said Tabor mill site, on account of its proximity to their customers ; that such requests have invariably been denied and refused by the said Denver and Rio Grande Railway Company, and this respondent, and all coal consigned to said dealers is delivered at the said Depot Coal Yards. That the said petitioner, and those he represents as agent, have long had, and still have, the same rights and facilities as any other dealer in coal in or about said city of Leadville ; that all coal consigned to him or his principals at the said city of Leadville is delivered at said Depot Coal Yards, at which place he has the use of a separate track in the immediate vicinity of the track used by the said Colorado Coal and Iron Company for the same purpose.

And this respondent further shows that he cannot switch coal to the said Tabor mill site from the said yards in Leadville without great expense and inconvenience ; that the distance from the said Depot Coal Yards to the said Tabor mill tracks is three miles, with a maximum grade of two hundred and twenty-six feet per mile of ascent ; that said Tabor mill tracks are located on what is known as a switch-back, and it would cost the respondent, as receiver of said railway, for each car of coal there switched, in the summer months, the sum of four and eighty one hundredths dollars (\$4.80), and in the winter months (November to April,) eight and forty one hundredths dollars (\$8.40) per car.

And the respondent further alleges on information and belief that the only object of the said petitioner in attempting to secure the delivery of coal by the respondent, at said

Tabor mill site, is to give him an unjust advantage over other retail coal dealers in the Leadville market; that said petitioner would thereby secure an advantage over such other retail dealers to the amount of fifty (50) cents per ton in the expense of hauling to the various mines and mills in the surrounding country; that the request of said petitioners is grossly unjust and inequitable as between himself and other retail dealers, patrons of respondent's said road, in that he does not propose or contemplate that the establishment of general yards for the coal trade at said Tabor mill site, but asserts and claims an exclusive ownership and control of said premises, and seeks the exclusive control of coal shipments to such point.

And respondent alleges that to grant the request of the petitioner would be to grossly discriminate in his favor, and against the other several retail dealers in coal at said city of Leadville, patrons as aforesaid of respondent's road.

Wherefore he says that he is not only fully justified in refusing the demand of said Harris, but he is in duty bound so to do.

W. S. JACKSON, *Receiver.*

By EDWARD O. WOLCOTT, *His Attorney.*

STATE OF COLORADO, }
COUNTY OF ARAPAHOE, } ss.

GEORGE W. COOK, being first duly sworn, deposes and says that he is the agent at Leadville for the Receiver of the Denver and Rio Grande Railway, and has been agent at said point for the Denver and Rio Grande Railway Company for more than five years last past, and is the person connected with said road having most intimate knowledge of the facts set forth in the foregoing answer; that he has read said answer and knows the contents thereof; that the facts therein alleged are true of his own knowledge, except such matters as are therein alleged on information and belief, and as to such matters he believes them to be true.

G. W. COOK.

Subscribed and sworn to before me this twenty-seventh day of August, 1885.

GEORGE A. CORBIN,
Notary Public.

A copy of the foregoing answer having been served upon the complainant, and he being duly notified to proceed with the taking of testimony in support of his complaint, said complainant thereafter notified the Commissioner that a settlement had been effected with the respondent; whereupon the following order was made and entered:

The parties complainant and respondent having effected a settlement of the matters of difference embraced in the proceedings in the above entitled cause, it is hereby

ORDERED,

That the proceedings in the said cause be and the same are hereby dismissed without prejudice to either party.

Dated, September 10, 1885.

W. B. FELKER,
Commissioner.

CASE No. 9.

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| <p>E. O. WILLIAMS, <i>vs.</i> THE ATCHISON, TOPEKA AND SANTA FÉ RAILROAD COM- PANY.</p> | } | <p><i>Petition for loading point.</i></p> |
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Filed August 5, A. D. 1885.

PETITION.

To HON. W. B. FELKER,
Railroad Commissioner of Colorado:

Your petitioner, E. O. Williams, would respectfully state:

That he is a resident of Pueblo county, Colorado; that he is a lessee for the term of fifteen years from April 20, 1884, of the certain lime stone quarry, as follows, to wit: The lime stone quarry situated on the Bussard Ranch, on the north bank of the Arkansas river, about four miles west of the city of Pueblo.

That said quarry is situated within about five rods of the track of the Coal Creek branch of the Atchison, Topeka and Santa Fé Railway Company, in the State of Colorado.

That at the present time the nearest loading point for stone from said quarry is ten or twelve miles therefrom, at Taylorsville. That said lime stone is valuable as a flux, and that at the time of the execution of the said lease he had a contract with Mr. W. Geist, superintendent of the Pueblo Smelting and Refining Company for 10,000 tons of said rock to be delivered at their smelter in Pueblo, Colorado.

That at the same rate now furnished other quarry men he can ship said stone for seven cents per ton cheaper than it is now being furnished and that he is desirous of shipping from one to twenty cars of said stone per pay from said quarry in carload lots, according to demand.

That your petitioner has heretofore made application to said railroad company to establish a loading point on its said branch of road, at said quarry, for the purpose of transporting said stone as aforesaid. That said railroad company has refused and still does refuse to establish such loading point at the place aforesaid.

That at some time prior to April 17, 1884, at petitioner's request, the said company caused a survey of the side track to the said quarry to be made, being near railroad bridge No. 528, and reference is hereby made to said survey in the possession of said railroad company for a more particular description, and the Hon. Commissioner is hereby requested to cite the said company to produce said survey upon the hearing of this petition and the viewing of said premises.

Wherefore your petitioner hereby makes application to the Hon. Railroad Commissioner aforesaid, to establish a loading point for the stone aforesaid, at the quarry aforesaid, as provided by section 6 of an act concerning railroads and railroad corporations, etc., of the Fifth General Assembly, of the State of Colorado, approved April 6, 1885. And your petitioner will ever pray.

Dated at Pueblo, Colorado, 1885.

E. O. WILLIAMS.

STATE OF COLORADO, }
PUEBLO COUNTY, } ss.

I, E. O. WILLIAMS, being first duly sworn, do on oath depose and say, that I am the petitioner who signed the foregoing petition, that I have heard the same read and know its contents, that the matters and things therein contained are true of my own personal knowledge, so help me God.

E. O. WILLIAMS.

Subscribed and sworn to, before me and in my presence by said E. O. Williams, this twenty-fifth day of July, 1885.

W. B. WESCOTT, *Notary Public*.

A copy of this petition was, on the fifth day of August, 1885, served on the manager of respondent company, accompanied with a notice to answer same within fifteen days thereafter. The time having elapsed and no answer having been filed, the following notice was, on the twenty-fifth day of August, 1885, duly served on respondent.

STATE OF COLORADO, }
OFFICE OF RAILROAD COMMISSIONER. }

E. O. WILLIAMS, }
vs. }
THE ATCHISON, TOPEKA AND }
SANTA FÉ RAILROAD CO. }

Upon the written application of petitioner E. O. Williams, on file in this office, a copy of which was duly served on you on the fifth day of August, 1885, I shall, on the fourth day of September, 1885, proceed to the point designated in said petition, to wit: The limestone quarry situated on the Bussard ranch on the north bank of the Arkansas river about four miles west of the city of Pueblo, in the county of Pueblo and State of Colorado, being at a point on the line of the Coal Creek branch of the Atchison, Topeka and Santa Fé railroad, for the purpose of investigating

the matters set forth in said petition, and then and there determining the question of the necessity of establishing a loading point on said place for limestone in car load lots.

And you are hereby notified to be and appear at said place on the fourth day of September, 1885, at 10 o'clock a. m. of that day, should you desire to be heard in opposition to the prayer of the said petitioner, or in relation to the particular place or manner of establishing said loading point.

W. B. FELKER,
Railroad Commissioner.

Attest:

HENRY FELKER, *Secretary.*

In pursuance of said notice the Commissioner made personal examination of the premises and thereupon made the following

ORDER.

STATE OF COLORADO,
OFFICE OF THE RAILROAD COMMISSIONER. }

E. O. WILLIAMS,

vs.

THE ATCHISON, TOPEKA AND
SANTA FÉ RAILROAD COM-
PANY. }

The written application or petition of E. O. Williams having, on the fifth day of August, 1885, been duly filed in the office of the Railroad Commissioner of the State of Colorado, setting forth among other things that complainant is the lessee for a term of years of a certain limestone quarry situated on what is known as the Bussard ranch in the county of Pueblo, State of Colorado, and immediately adjacent to and along the line of respondent's railroad track running from Pueblo to Rockvale, and known as the Coal Creek or Rockvale branch of the Atchison,

Topeka and Santa Fé Railroad, and that complainant is desirous of shipping stone in car load lots from said quarry, but that respondent has hitherto refused and still does refuse to establish a loading point for the stone aforesaid, although often requested by complainant so to do. And praying for an order to be made by said Commissioner, designating a convenient loading point to be established by respondent, as by Statute in such cases made and provided; and the said petition having been duly served on the respondent on the fifth day of August, A. D. 1885, and no answer or denial of the facts set forth in said petition having been made or filed in the office of the Commissioner within fifteen days thereafter, and the said Commissioner having on the twenty-fifth day of August A. D. 1885, duly notified the said railroad company that said Railroad Commissioner on the fourth day of September, 1885, at 10 o'clock a. m. of that day, at the Bussard ranch, being the place where said loading point is sought to be established, would proceed to inspect the premises and hear the proofs of the respective parties in relation to the necessity of establishing such loading point as prayed for in said petition.

And said Commissioner, having at the time and place appointed in said notice made personal view and examination of the said premises, and the complainant and the said respondent, by its duly authorized agents and attorneys, having also appeared at the time and place aforesaid and submitted to said Commissioner their respective statements in relation to the establishment of such loading point at the place aforesaid, and it appearing to the Commissioner, upon such personal view and examination and the statements submitted as aforesaid, that the establishment of such loading point is necessary to enable said complainant to successfully work his said limestone quarry and convey the products thereof to market.

Now, therefore, it is ordered and determined that the respondent, the Atchison, Topeka and Santa Fé Railroad

Company, immediately upon the receipt of a certified copy of this order, do establish a loading point for stone in car-load lots at the point or place following, to wit: Commencing at a point on the railroad track of the Rockvale branch of the Atchison, Topeka and Santa Fé Railroad, in the county of Pueblo and State of Colorado, and southeast from bridge No. 528, at the fourth rail joint from the center of said bridge, thence running northwesterly to a telegraph pole standing northeast of and directly opposite said bridge, thence northwesterly to the base of the limestone bluff, thence along the base of said bluff in a westerly direction to a point nineteen rails west of the first whistling post west of said bridge and opposite a large cottonwood tree.

And it is further ordered and determined that complainant, at his own proper cost and expense, and in accordance with the instructions of the civil engineer of respondent, build and construct the road-bed necessary to receive the ties and rails of the side-track to be laid upon the line last aforesaid.

And it is further ordered and determined that the respondent, upon the receipt of a certified copy of this order, cause the aforesaid line for a side-track to be correctly surveyed and staked out with the height of grade and degree of curvature plainly marked thereon. And that within ten days after receiving notification in writing of the completion of the grading of said side-track by complainant as aforesaid, the respondent shall, with all reasonable dispatch, and at its own proper cost and expense, lay down a good and sufficient railway track thereon, and connect the same by switch with the main track of said railroad, at the point hereinbefore designated.

Dated September 5, A. D. 1885.

W. B. FELKER,
Railroad Commissioner.

STATE OF COLORADO,
OFFICE OF RAILROAD COMMISSIONER. }

E. O. WILLIAMS,
vs.
THE ATCHISON, TOPEKA AND
SANTA FE RAILROAD COM-
PANY. }

Respondent having moved a modification of that portion of the order made and entered herein by the Commissioner on the fifth day of September, A. D. 1885, relating to the terms upon which the side track should be put in at the loading point specified in said order; and the complainant, by his attorney, having in writing consented to such modification :

It is hereby ordered and determined that all of that portion of said order relating to the terms upon which said side track should be put in by the respective parties, be and the same is hereby revoked and annulled, and that the same be put in upon such terms as the said parties have agreed, or may hereafter agree upon.

Dated October 6, A. D. 1885.

W. B. FELKER,
Commissioner.

CASE No. 10.

Ex Parte, GEO. H. DANIELS. } *Transferability of Continu-*
ous Passage Ticket.

Filed September 19, A. D. 1885.

George H. Daniels, Commissioner of the Colorado Railway Association and Western Colorado Railway Association, requested a construction of our statute with reference to the transferability of the ticket described in the following letter. The controlling clause of the contract attached to the ticket is stated in the opinion of the Commissioner.

COLORADO RAILWAY ASSOCIATION AND
WESTERN COLORADO RAILWAY ASSOCIATION, }
OFFICE OF THE COMMISSIONER,
DENVER, Colo., September 19, 1885. }

HON. W. B. FELKER,

Railroad Commissioner, Denver, Colo.:

DEAR SIR:—I hand you herewith Union Pacific ticket, form 18, No. 6,433, sold at Omaha, September 17, to Pueblo, by the Union Pacific Railway, Omaha to Denver, and Denver and Rio Grande Railway, Denver to Pueblo, limited to expire September 21; signed by T. P. Wilson, purchaser. Your attention is called to the contract printed at the head of this ticket, particularly to the eighth clause, which states that the ticket is not transferable, and gives the conductor the right to take it up and collect full fare, if presented by any other than the original purchaser.

Will you kindly advise me whether, under the laws of the State, this ticket will be transferable between Denver and Pueblo, it having been issued and the contract signed in the State of Nebraska, where such a contract is legal and valid. It is being understood, of course, that the ticket, in any event, would have to be used within the prescribed limit. An early return of the ticket, with your decision, will greatly oblige,

Very truly yours,

GEORGE H. DANIELS.

OPINION.

HON. GEORGE H. DANIELS,

Commissioner of Colorado and Western

Colorado Railway Association, Denver, Colorado:

DEAR SIR—Yours of even date, containing ticket, form 18, No. 6,433, sold at Omaha, September 17, received. In consequence of its being limited to expire on September 21, I hasten to reply. You ask for a construction of our statute in reference to the transferability of this ticket, it containing a clause in the contract whereby the purchaser covenants not to transfer, and in case of transfer, the coupon ticket shall be void.

The printed contract, to which is attached the coupon tickets, is divided off into separate and distinct clauses, numbering from one to eight inclusive, only two of which, the first and the eighth, have any bearing upon the case submitted. As you have called my attention particularly to the latter, I will call your attention particularly to the former, which reads as follows:

*"First—*In selling this ticket this company acts as agent and is not responsible beyond its own line." You will observe that the Union Pacific Railway Company acts in this transaction in the dual capacity of principal for itself and agent for the Denver and Rio Grande Railway Company. One of several connecting lines of transportation may contract, as principal, to convey over the entire route. Such contract is an entirety and indivisible. But the existence of such a contract must be established by some evidence. The presumption of law is, that the carrier contracts to convey only over his own line. For the convenience of themselves and the public as well, transportation companies may, and often do as in this case, constitute each other agents to sell tickets and issue bills of lading over each other's line and thus form a connected passage to the place of final destination. Such an agency does not imply any community of business or earnings; but on the contrary destroys all presumption of any partnership relation existing between the parties. In this case the contract discloses the true relation of these two railroad companies to each other. They are estopped by their own contract from claiming any other or different relations. Railway companies cannot, any more than individuals, play fast and loose with their contracts.

The Union Pacific Railway Company having contracted as principal with Mr. Wilson, the purchaser of this ticket, to convey him from Omaha to Denver; and having issued to such purchaser a separate ticket upon which is desig-

nated the two points constituting the termini of passage over its line ; and having by the express terms of the contract limited its liability to its own line between those two points ; and having for and in behalf of the Denver and Rio Grande Railway Company entered into the additional contract to convey said purchaser from Denver to Pueblo ; and having issued to such purchaser a separate ticket upon which is designated the two points constituting the termini of passage on the Denver and Rio Grande Railway Company's line ; and having by express language of the contract entered into this additional contract, not as principal, but as the agent of the Denver and Rio Grande Railway Company, and for the performance of which additional contract the Union Pacific Railway Company shall be in no manner liable, clearly establishes the fact, that these two companies do not intend to deal with the public in the character of partners conducting a through line of transportation.

It is idle to argue, that such a contract is an indivisible contract for a continuous passage over an entire and continuous route. That these separate coupon tickets are attached to each other and all of them attached to the contract makes no difference. In the language of Mr. Rorer, in his excellent work on railways, "They are to be regarded as distinct tickets for each road, sold by the first company as agents for the others ; and the rights and liabilities of the parties are the same as if the tickets had been purchased of each company separately, at its own depot or station."

The Denver and Rio Grande Railway Company has the undoubted right to put its tickets on sale anywhere on the face of the globe, singly or attached in the form of a coupon to the ticket of a connecting road ; but its line of road being entirely in this State, the contract can be performed only in this State. The contract between the Den-

ver and Rio Grande Railway Company and Mr. Wilson, the purchaser of the ticket, although entered into in the State of Nebraska, was by the very terms thereof to be wholly performed in the State of Colorado; and it is a well settled principle of law that the law of the place of the intended performance of the contract must govern and control the rights and liabilities of the parties under the contract. When the Union Pacific Railway Company safely landed this passenger in Denver its contract was fully performed. No right of action could accrue to the purchaser of this ticket, as against the Union Pacific Railway Company, on account of the non-performance by the Denver and Rio Grande Railway Company of its part of the contract.

This contract is sought to be enforced in this State against the only party liable on the contract.

The promise to transport was to be performed here. A refusal to perform that promise gives a right of action here, and nowhere else. The laws of this State operate on that contract and fixes the liabilities of the parties. The statute of this State renders that portion of the contract in relation to the non-transferability of this ticket inoperative and absolutely void.

This ticket No. 6,433, Form 18, is valid in the hands of a bona fide purchaser, and is good for one first-class passage over the Denver and Rio Grande Railway from Denver to Pueblo, if used in the time limited.

It is unnecessary to discuss the doctrine of inter-State commerce; it cannot apply to this contract, and consequently does not arise in this case. Yours respectfully,

W. B. FELKER,
Railroad Commissioner.

CASE No. 11.

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| JAMES O'CONNOR, <i>vs.</i> THE DENVER & RIO GRANDE RAILWAY. | } | <i>Refusal to honor continuous Passage Ticket.</i> |
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Filed September 28, 1885.

The facts in this case are fully set forth in the following opinion of the Commissioner:

OPINION.

Complainant alleges, that on the twenty-sixth day of September, A. D. 1885, at Kansas City, Mo., he purchased a coupon ticket, No. 778, form 16, of the Union Pacific Railway Company, from Kansas City to Denver, over the Kansas Pacific, and from Denver to Pueblo over the Denver and Rio Grande Railway.

That he arrived in Denver on the morning of September 27, took passage on the Denver and Rio Grande Railway train, No. 5, at 1 o'clock p. m., of the same day, and was thereafter ejected from the train by the conductor, on the grounds that his ticket being a continuous passage ticket, complainant should have taken train No. 7, leaving Denver at 7:40 o'clock a. m. of that day.

That complainant being desirous of reaching his place of destination, returned to the train from which he had been ejected, and paid full local fare from Denver to Pueblo, amounting to five dollars and twenty-five cents. The complainant prays return of the additional fare paid.

The facts are undisputed. Upon investigation, the grounds of the conductor's refusal of passage are as follows: The Union Pacific Railroad train, No. 201, bearing complainant, arrived in Denver on the morning of the twenty-seventh instant, at 7:15 a. m. The first train, No. 7, from Denver, over the Denver and Rio Grande Railway, that passed through Pueblo, departed at 7:40 a. m. That the

contract being for a continuous passage, complainant was bound to take such first train, and because not taken, the ticket became stale and void.

It further appears that all the trains of the Union Pacific Railway and the Denver and Rio Grande Railway arrive at and depart from the Union Depot; that the time card of the arrival and departure of all trains at said depot was posted therein; that the portion thereof regarding the departure of the Denver and Rio Grande Railway trains is as follows:

| DENVER AND RIO GRANDE RAILWAY. | | DEPART |
|--------------------------------|--|------------|
| NO. | | |
| 7. | Pacific Express for Gunnison, Salt Lake and California, daily----- | 7:40 a. m. |
| 7. | El Moro mail, daily except Sunday----- | 7:40 a. m. |
| 5. | Kansas City and Pueblo Express, daily----- | 1:00 p. m. |
| 1. | Pueblo Accommodation, daily except Sundays----- | 3:45 a. m. |
| 3. | Leadville Night Express, daily----- | 8:20 p. m. |
| 3. | Durango and Silverton Night Express, daily----- | 8:20 p. m. |
| 9. | Manitou Excursion, Sunday only----- | 8:00 a. m. |

It further appears that complainant, upon consulting such time card, was of the opinion that the first train out on the Denver and Rio Grande Railway, after his said arrival, was train No. 5, departing at 1 p. m.; that he thereupon waited until said time, and then boarded said train.

It seems from all of the facts that the conductor was not justifiable in dishoring the ticket.

The time card was evidently posted for the information of the traveling public, for the same reasons depot masters hang up a clock to tell the time of day. These conspicuous notices serve a double purpose,—information and a check upon asking useless questions at the ticket office, of the station agent, depot master or policeman.

Supposing a commonly dressed man, turning from a perusal of that time card should innocently ask of one of these functionaries the question, "When and which of these trains go to Pueblo?" the probable answer would be,

"Can't you read?" Suppose he looks up at the clock and then, with childlike simplicity, turns and asks the time of day?

Men of intelligence, and especially a traveling man like complainant, attend to business, adapt themselves to their surroundings and ask no silly questions. It is commendable even in idiots to sometimes assume intelligence and pass for what they are not. Complainant had a right to consult the time card and govern his departure by it. The first train mentioned thereon going to Pueblo was train No. 5, at 1 p. m. He was not obliged to go around seeking other information. He had a right to rely on the posted time card of respondent. If the time card had not plainly given him the train which would carry him to his destination, then it would have been his duty to have sought information elsewhere; failing in this, he would himself have been guilty of negligence. But the time card plainly designated two trains that would take him to Pueblo on that day, the first at 1 o'clock p. m., and the other at 3:45 p. m., and in the exercise of a sound judgment, he taking the first train thereon designated, it was in the language, as well as spirit, of the contract a continuous passage.

All of the conditions of the contract on complainant's part having been performed, the coupon ticket was valid, and entitled him to one first-class passage from Denver to Pueblo on respondent's railway. The respondent should pay back to complainant the sum of five dollars and twenty-five cents, the amount of double fare paid by complainant as per receipt of respondent.

Dated September 28, 1885.

W. B. FELKER,
Commissioner.

Respondent company complied with the recommendation of the Commissioner.

CASE No. 12.

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| J. N. DAINES, <i>vs.</i> THE UNION PACIFIC RAIL- WAY COMPANY. | } | <i>Refunding of double pay- ment of fare on limited ticket.</i> |
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Filed October 2, 1885.

STATE OF COLORADO,
 COUNTY OF ARAPAHOE, } ss.

J. N. DAINES, being duly sworn, deposes and says that he lives and resides in Marengo, Iowa; that he is engaged in the business of mining in Colorado and Arizona. That on the twenty-fifth day of September, 1885, he purchased the annexed ticket from Council Bluffs to Denver, and immediately took passage thereon. That at the time of purchase he asked for a ticket to Denver and did not examine or notice that the ticket was a continuous passage ticket, and had no knowledge of that fact until after he left Shelton, as hereinafter set forth. That previous to his leaving Council Bluffs he telegraphed to one L. R. Links, residing at Shelton, Nebraska, to meet the deponent at the depot at Shelton. On the arrival of the train, that the deponent desired to transact some business with said Links and did not desire to spare the time to stop over; that upon the arrival of the train at Shelton, said Links had a messenger meet deponent and inform deponent that he, Links, was sick in bed and requested deponent to call and see him. That deponent's business with said Links was of importance and deponent, therefore, stopped over and set up all night with said Links, transacted his business and took the next train and resumed his journey. That deponent presented his said ticket to the conductor who refused to honor same, and demanded payment of fare; that deponent paid such fare to North Platte, and from thence to Denver, as will appear by annexed draw-back checks; that the total amount of fare thus paid is sixteen dollars and ninety cents. That deponent usually makes in the neighborhood of from four to six trips per annum from his residence, in Iowa, to Denver, frequently bringing members of his family, and that he always travels over the Union Pacific Railway. That the

present is the third trip this year that deponent has made over said road; once with three members of his family. That deponent prays the return of such double payment of fare of sixteen dollars and ninety cents, or in lieu thereof, passage over said road equivalent to such amount.

J. N. DAINES.

Subscribed and sworn to before me this first day of October, 1885.

W. B. FELKER,
Railroad Commissioner of Colorado.

DENVER, COLO., October 2, 1885.

C. S. STEBBINS, Esq.:

General Ticket Agent, U. P. R'y, Omaha, Neb.

DEAR SIR:—Enclosed find affidavit and ticket and draw-back checks attached, which fully explains Mr. Daines' case. While it may be conceded that your company would not be liable to refund the double fare paid, his claim is so equitable in its nature that it cannot fail to appeal strongly to your sense of justice. He is a patron of your road, and by granting his just request you will secure his continued patronage. He is of that class of men whose good will is worth preserving. He will not probably return home until about the holidays. Should you send him transportation make it good for that time. I am constrained to recommend that you grant his request.

Yours respectfully,

W. B. FELKER,
Commissioner.

OMAHA, NEB., October 8, 1885.

HON. W. B. FELKER:

Commissioner of Railroads, Denver, Colo.

DEAR SIR:—Your favor of second instant, enclosing affidavit from J. N. Daines, relative to certain fares paid on account of failure to get stop-over on continuous passage ticket, at hand.

Under the rules of the Colorado Association, we cannot grant stop-overs on continuous passage ticket. Had Mr.

Daines purchased a regular unlimited ticket at \$20.25 he could have secured stop-over at pleasure en route.

We will refund the fares paid less \$1.25, the difference between the continuous passage and regular unlimited rates, and have the amount remitted in your care, as you do not give the party's address.

I trust this adjustment of the matter will be satisfactory, as it restores to Mr. Daines all that he has paid over what is in excess of the regular unlimited fare. This is the best that we can do without special authority from Mr. Daniels, Commissioner Colorado Railway Association.

Yours truly,

C. S. STEBBINS,
General Ticket Agent.

The sum of \$15.75 was refunded by the company, the same being sent to the Commissioner and by him paid to Daines.

CASE NO. 13.

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|---|---|---|
| KING <i>vs.</i> THE DENVER & RIO GRANDE RAILWAY COMPANY. | } | <i>Ejectment from train, on limited ticket transferred.</i> |
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Filed October 4, A. D. 1885.

The substance of the pleadings in this case is fully set forth in the opinion of the Commissioner. The facts in the case were undisputed.

OPINION.

Complainant alleges that one M. C. Tatnel, on the twenty-seventh day of September, A. D. 1885, purchased of the Union Pacific Railway Company, at Kansas City, Mo., a coupon ticket, number 706, form 16, good for one first-class passage from Kansas City to Denver, on the Kansas Pacific division of said railway, and from Denver to Pueblo on the Denver and Rio Grande Railway. That the original purchaser took passage at Kansas City on the Kansas City

Limited Express train, No. 201, and arrived in Denver on the twenty-eighth day of September, 1885, at 7:15 a. m.; that such purchaser, upon his arrival, sold and transferred said ticket to a broker in Denver, and said broker sold and transferred the same to complainant. That complainant took passage on train No. 5, of the Denver and Rio Grande Railway, leaving Denver at 1 p. m., on said twenty-eighth day of September; that when called upon by the conductor for fare, complainant presented said coupon ticket; that said conductor declared said ticket to be void, and demanded of complainant payment of \$5.25, local fare from Denver to Pueblo; that complainant refused payment, and thereupon said conductor ejected him from said train.

The respondent admits the facts alleged, and pleads in justification that said ticket was sold and issued by the Union Pacific Railway Company at a reduced rate of fare, and upon the express terms and conditions named in a contract annexed to said coupon ticket, which said contract is in the words following, to-wit:

Issued by Union Pacific Railway. Continuous passage ticket. Good for one first-class continuous passage to point on Denver and Rio Grande Railway, between punch marks, when stamped by company's agent and presented with checks attached in accordance with the following conditions:

First—That this ticket is not transferable, and if presented by any other than the original holder, it will be taken up and full fare collected.

Second—No stop-over will be allowed.

Third—It is not good for passage if any alterations whatever are made hereon, or if more than one station is designated as the terminal point.

Fourth—It is good for continuous passage from starting point to destination, only on the train of the Union Pacific Railway, leaving on the train unpunched and on the date of sale as cancelled by punch mark in margin, stamped

on back and written below, and on the regular passenger train of the Denver and Rio Grande Railway, directly connecting therewith from Denver.

Fifth—I, the original purchaser, hereby agree to sign my name and otherwise identify myself as such whenever called upon to do so by any conductor or agent of the line over which this ticket reads.

Sixth—Liability on baggage limited to wearing apparel, and then only to a sum not exceeding \$100.

Seventh—The coupons belonging to this ticket will not be received for passage if detached.

Eighth—Unless all the conditions on this ticket are fully complied with it shall be void.

C. S. STEBBINS,
General Ticket Agent.

Understanding the conditions under which this ticket is sold, I agree to the above contract.

M. C. TATNEL,
Purchaser.

Witness: A. W. MILLSPAUGH, *Agent.*

That said contract was entered into by the said purchaser of said ticket on the one part, and said Union Pacific Railway Company on the other part; and that the same was the contract of said Union Pacific Railway Company and not the contract of this respondent. That respondent, in carrying out the said contract, acted solely as the agent of the said Union Pacific Railway Company. That said coupon ticket, presented by complainant to said conductor, was under and by virtue of the terms of said contract void, and did not entitle complainant to passage thereon for the reasons following, to wit:

First—That said train No. 5 was not the connecting train with said train No. 201; but that train No. 7, of the Denver and Rio Grande Railway, departing from Denver at 7:40 a. m., was and is the only train so directly connecting, and upon which a continuous passage could be had or made by the

legal holder of said ticket; that at the time of presentation of said ticket by complainant it had expired by limitation expressed in said contract.

Second—That by the terms of said contract, the said ticket was not transferable and that complainant, as assignee of the original holder, acquired and had no right of passage thereon.

The material facts plead in justification are not disputed. The question presented is one of law upon an agreed state of facts. The first point raised by respondent's plea has already been disposed of by the determination of the Commissioner in the case of *O'Connor vs. Denver and Rio Grande Railway Company*, filed September 28, 1885. The remaining point deserves considerable consideration. The difficulty experienced in the courts, in disposing of the great mass of cases against common carriers, is not so much in the determining and settling the law, as in applying the law to the facts. Upon examination of the adjudicated cases, it will be seen that a very large proportion of them arise out of disputes as to what the contract is between the parties. Ordinarily shippers nor passengers ever stop to make a written or even verbal contract, leaving the whole transaction to rest upon implied obligations; which must, to a very great extent, be sought out from circumstances surrounding each particular case. But when a man does enter into a contract with that deliberation manifest by attaching his signature to it, and having such signature witnessed in writing by another, there is little difficulty in determining the rights and liabilities of the parties. The contract as made must control.

The first and most important question for determination arises upon the face of the contract. What is its legal effect? Is it the contract of the Union Pacific Railway Company and is it an entirety? On the part of the company, it is executed by the general ticket agent, who is the duly constituted

officer to make such contracts in behalf of the company. The instrument does not purport to be made in behalf of any other company, and does not bind any other company. The Union Pacific Railway Company binds itself as principal to the performance of the contract. All of the duties and obligations of a common carrier, growing out of the contract, are binding upon the contracting party. In the fourth clause of the contract the company binds itself to carry the original purchaser of the ticket, by continuous passage, from Kansas City to Pueblo. The trains upon which passage is to be made are specified. The punch mark on the ticket shows them to be the morning train for Denver out of Kansas City on the Union Pacific railway, and known on the time card of the company as "the Kansas City Limited Express, daily, No. 201, and on the regular passenger train of the Denver and Rio Grande railway directly connecting therewith from Denver." There is no ambiguity in this clause of the contract. It is specific, direct and certain. The Union Pacific Railway Company are bound to set that passenger, with his baggage, safely down in Pueblo.

Railway companies will not, so long as they can avoid it, contract beyond their own line; but they legally can do it, and in this instance have done it. Whatever may be the contractual relations between the owners of connecting lines in regard to the division of the sum realized for the through ticket is of no importance to the passenger. He stands upon his contract. He is entitled to through and continuous passage. If through the negligence of the connecting company he be delayed in his journey, he has his remedy on the contract against the company, who signed and executed it. The liability is not divisible; the contract is an entirety. It certainly would be inequitable if the one party must be bound by the terms and conditions of this contract and the other party to it is not. Courts do not make contracts for parties; neither do

they alter, modify, or enlarge its terms when fairly made. Every man is presumed to know the law and the legal effect of his contract, and he cannot be heard to say that he is ignorant of its plainly expressed terms, unless he first establishes that he was induced to execute it by acts or representations amounting in law to fraud.

It being nowhere alleged that the contract annexed to, and accompanying this ticket, or any part thereof, is void under the laws of the State wherein it was made, the legal presumption follows, that the contract is one which the parties might lawfully make: This contract was made, as evidenced by the signature in writing of the original holder. By the terms of this contract he agrees not to transfer this ticket; that if he violates good faith and does sell it the ticket shall be void. Good conscience and equity say he shall keep this contract; and a man who will for the sake of saving a few dollars deliberately sign his name to a contract not to do a thing, and then as deliberately do it; who will take his plighted faith into the market like a commodity and traffic with it and for a few shillings barter away his good name, deserves only such protection as the law strictly applied will give him. And he who in open or secret market buys the fruit of such perfidy, does so with the knowledge that unless he can cover fraud with the shadow of a statute, that to obtain passage he must practice deceit by impersonating another; if questioned, resort to false representations; and if disputed, dedicate himself to the business of barefaced lying. Such men are not entitled to the respect of an honest man. Courts hold such parties to the strict letter of the law, and I have no disposition to do otherwise.

Our statute does not contemplate the perpetration of fraud. It was framed with a view to protecting an honest purchaser of a ticket, representing a fair and full consideration paid for one passage, regardless of who paid

it. It would be an unwarrantable reproach upon the fair character of the members of the Fifth General Assembly of this State to presume that they intended by this statute to open the doors for swindling. It may be a matter of public importance and an act of justice to these two companies that a fair statement of the conditions of railway traffic from the Missouri river into Colorado should herein be made, which justifies the River roads in the issuance of this class of tickets.

Three of them reach Denver direct, and one by the way of Pueblo. One reaches Pueblo direct, and three by the way of Denver. To obtain any of the Denver business, the traffic rates on the Atchison, Topeka and Santa Fé Railroad must be the same as on the direct lines. To obtain any of the Pueblo business, the rates on the Union Pacific, Kansas Pacific and Burlington and Missouri River Railways must be the same as on the direct line to Pueblo. The rates for this business are the same; hence, these two places are known as common points. The Denver business by the way of Pueblo, and the Pueblo business by the way of Denver, is carried 120 miles for absolutely nothing. The price of an unlimited ticket from the river to these points is \$20.25. The price of a limited ticket is \$19. The local fare between these two common points is \$5.

If enough coupons can be obtained from through ticket sales to accommodate the local demand, the local passenger business of the Denver and Rio Grande Railway is entirely destroyed. A man desiring to come to Denver buys a ticket over any of the three roads to Pueblo for the same price he would have to pay to Denver, and *visa versa*. He buys a limited ticket and saves \$1.25, representing that he is going to Pueblo, promises to go straight through and not to transfer his ticket. He reaches Denver, sells his ticket to a scalper for \$2, shaves the railroad company at both

ends, and then demands that the coupon ticket shall be honored. So long as I am Railroad Commissioner for the State of Colorado I will not countenance such petty thievery.

I am called upon to administer a law which demands that the railway companies shall do right by the people; and is it any too much for the railway companies to ask that the people of this State shall do right by them? This is a just law in all of its provisions, and I shall do my best to carry it out justly. In the interpretation of this statute I shall aim to disclose the intention of the Legislature in dealing with the railway problem in this State, always bearing in mind that a broad, liberal construction of its provisions will best subserve the interests of the people. In this spirit I have approached the investigation of this case, knowing full well that it reaches out into the examination of legal principles that bear directly upon the entire commerce of the State. I may be unfortunate in my conclusions, but I must follow the law as laid down by the highest judicial tribunals in the land, including both State and National.

It is of little moment to this complainant (and under the disgraceful circumstances surrounding this transaction, much less to me) and but little more to respondent, how this particular case may be decided; but it is of importance both to the railway companies and to the State that it be decided right. The inauguration of a new system must stand on enduring grounds; and to be enduring and beneficial it must have its foundation in justice and equity. I have intentionally avoided a decision of the question arising in this case on account of its far-reaching importance. All other cases coming before the Commissioner could be disposed of on other grounds; but the case at bar brings me face to face with this sole question. There is no way of evading it.

This case stands squarely on the broad ground of inter-State commerce. It involves an examination of the laws of trade, the commercial powers of Congress, and the authority of the State. I shall not enter into any constitutional disquisition, or lengthy discussion of the general doctrine governing inter-State traffic; but shall confine myself to a statement of general and well-understood principles of law, resting on undoubted authority.

Inter-State commerce, as defined by courts and book writers, covers the entire field of trade. It consists of something more than the mere transportation of goods or passengers across a State line. It can safely be said to include all business relations and contracts by which they are carried out; all rules and regulations which are made by parties engaged in commercial pursuits; the instruments by which traffic is carried on, and all the necessary and usual means employed in conducting the business. Trade and traffic moves across the continent guided by busy hands and brains at the great commercial centers; and the wheels of commerce would soon stop were they not moved on business principles. Great connecting lines of transportation span the continent from ocean to ocean, with a highway open to the world's commerce. Any one of them may contract to pass you around the world, and the law will enforce that contract.

That the contract in question is embraced in this definition, there can be no question. Every carriage of goods or passengers is done under a contract, either express or implied. The obligation to carry may be imposed by law; but the means, methods and terms of carriage are subjects of contract between the parties. At this late day it will hardly be considered an original or startling proposition, that Congress has unlimited power to regulate commerce among the States. Justice Field, in *Welton vs. The State of Missouri*, 1 Otto, 275, states the law in the follow-

ing language: "The power to regulate, conferred by that clause upon Congress, is one without limitation; and to regulate commerce is to prescribe rules by which it shall be governed, that is, the conditions upon which it shall be governed; to determine how far it shall be free and untrammelled. * * * Commerce is a term of the largest import. It comprehends intercourse for the purpose of trade in any and all its forms, including the transportation, purchase, sale and exchange of commodities, between the citizens of one country and the citizens or subjects of other countries, and between the citizens of different States. The power to regulate it embraces all the instruments by which such commerce may be conducted."

Further on in the opinion he says: "The fact that Congress has not seen fit to prescribe any specific rules to govern inter-State commerce does not affect the question. Its inaction on this subject, when considered with reference to its legislation with respect to foreign commerce, is equivalent to a declaration that inter-State commerce shall be free and untrammelled."

These views of the law expressed by Mr. Field are but an enunciation of principles laid down by that court in *Brown vs. Maryland*, *Woodruff vs. Parham*, *State Freight Tax* and other cases; and which have subsequently received the sanction of the entire bench. These decisions have been acquiesced in by the State courts with hardly an exception.

Admitting that the contract in question is embraced in the subject matter of our statute, it would seem clear that it was legislation hostile to an untrammelled intercourse of commercial relations among the States, and a palpable interference with the rules and regulations by which it is carried on. Did I think that our Legislature had by the

passage of this statute attempted to fetter commerce by prohibiting foreign railways from making contracts in aid of cheap, through transportation, and in accordance with a uniform system in other States, I should unhesitatingly say that, in so far as our statute bears upon such contracts, it is in contravention of the Constitution of the United States, and therefore void.

But it is quite evident to my mind, from the tenor of the language of our statute, not alone of this provision, but taken as a whole, that the Legislature had no intention of interfering with the subject of Inter-state commerce. They were aiming at regulating the railroads of this State in regard to their conduct of business with the citizens of this State. It is but fair to presume that they had full knowledge of the power of Congress over the subject of inter-state commerce and the extent of such power as defined by the Supreme Court of the United States. Any person conversant with the debates while the bill was pending, cannot fail to know that even the most radical of the friends of the bill made no claim of power in the State to enact legislation hostile to a free interchange of commercial intercourse between the citizens of this and other States, or to impose onerous burdens upon a uniform system of conducting the same. In using the words "All passenger tickets" in the particular provision of the statute under consideration, it is quite evident to my mind that the Legislature meant all passenger tickets over roads in this State, and upon which the statute could and would operate. That all roads in this State over which the State had control, and over the traffic of which the State had supervisory power, should conform its contracts for passenger carriage of all State business, in contra-distinction to inter-State business, to the statute of this State.

It is a well settled rule of construction of statutes, that courts will, in the examination of the subject matter, bring them within constitutional powers, unless the language be

so plain as to forbid such an interpretation. In applying this rule of construction to this statute there can be little doubt but that the legislature kept within its constitutional limit and did not infringe upon the constitutional powers of Congress.

It follows from the foregoing interpretation of the contract and construction of the statute that coupon ticket No. 706, form sixteen, issued by the Union Pacific Railway Company at Kansas City, on the twenty-seventh day of September, A. D. 1885, to said M. C. Tatnel, and by him assigned to complainant, was not assignable, and that the transfer to complainant rendered the same void. That in refusing to honor the said ticket and ejecting complainant from said train upon refusal of complainant to pay full local fare when demanded, the conductor of said train was clearly justifiable.

Dated October 4, A. D. 1885.

W. B. FELKER,
Commissioner.

CASE No. 14.

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| <p>WILLIAM KISKADDEN, <i>vs.</i> THE UNION PACIFIC RAIL- WAY COMPANY.</p> | <p><i>Transferability of excursion ticket.</i></p> |
|---|--|

Filed October 19, A. D. 1885.

This case was submitted to the Commissioner by the parties upon an agreed state of facts. Both parties requested a decision both upon the law and equity arising in the case.

DECISION.

One Wilson, on settlement, and in part payment of a claim against the respondent, received the following ticket, to wit:

"Union Pacific Railway. Excursion ticket. One first-class passage. Butte to Denver. When officially stamped. Void after December 31, 1885. This ticket is not transferable, and if presented by any other than the original holder, whose signature is hereon, the conductor will take it up and collect full fare. The holder will write his or her signature when required by conductors or agents. In consideration of the reduced rate, I hereby agree to the above conditions.

(Signature.)

C. S. STEBBINS,
General Ticket Agent.

7,798. Form (L 104.)

Witness: LAMBERT.

The coupon attached to this ticket specifies passage from Denver to Butte, limited to same time as ticket, with the same number, and printed thereon the word "excursion."

On the third day of October, A. D. 1885, said Wilson sold same to a broker, who on the same day sold it to complainant. Upon presentation by complainant, respondent refused to honor the ticket, and cancelled the same by writing in red ink across the face thereof the word "void."

The decision of the Commissioner is asked, as to whether before cancellation the ticket was valid, entitling complainant to passage thereon.

The ticket upon its face plainly indicates that it is what our statute designates as "An excursion or round trip ticket." One of the usual conditions of this class of tickets is that the same is not transferable. The statute, by its proviso, recognizes the validity of such a contract when made. But complainant relies upon the fact that the original holder, not having placed his signature to the contract, is not bound thereby; that until some holder thereof attaches his signature thereto the ticket is transferable by delivery.

This is a strong, plausible theory, well calculated to mislead the judgment of any one not versed in the law governing the execution of contracts.

Respondent duly signed and executed the contract on its part, and delivered the same to the original holder, who by receiving the same gave his assent to the terms and conditions contained therein. Acceptance was ratification, and ratification was due execution.

It does not belong to that class of contracts which requires signature to constitute validity. Supposing A and B enter into a land contract, A to convey, B to pay; A signs and delivers the instrument to B; B neglects to sign it, but accepts it, goes into possession and claims title; are they not both equally bounden? Either both are bound, or neither. Because a contract may be imperfectly executed, does not release the parties from the obligation of performance. Mr. Wilson accepted this ticket, and the law will presume that he assented to the terms and the conditions embodied therein. The contract was in every respect binding on both parties to it.

Following the strict letter of the law, I am compelled to decide that this ticket falls directly within the proviso of our statute, and is consequently not transferable.

But I am by no means satisfied with the attitude of respondent in this case. It does not stand in this transaction without fault. By the carelessness and negligence of its officers, it permitted this ticket to pass out of its hands so imperfectly executed as to mislead the public. Complainant has been mislead thereby; and it is no answer in the mouth of a railway company to say, that loss is the result of indiscretion; that travelers should go to railway ticket offices to purchase their tickets. It is too harsh a rule to apply by one who was first guilty of negligence in the matter. Neither is it justifiable to punish complainant out of antipathy to the ticket scalper. The large proportion of

scalped tickets are daily honored; the traffic is winked at, and railway companies are very largely responsible for this method of business. It is a fungus upon the railway system, propagated by the railway companies themselves. The ticket scalper is the natural offspring of railway warfare. Born in the heated atmosphere of ruinous competition, his vocation must necessarily breed desolation either to local railway traffic, or to the traveling public. They are railway boomerangs, from which the railway companies should protect the public.

Respondent company is managed by sharp, able business men, who know the full force and effect of every contract entered into in behalf of the company. Not so with its patrons. Complainant, in good faith, purchased this ticket, believing that the original holder, not having signed the contract, was not bound by the condition of non-transferability. It is unquestioned that complainant paid \$70 in cash for this ticket. Ought he, in justice, to lose this money? Respondent has reaped the benefit of the consideration for which the ticket was issued, without returning an equivalent; and as matter of right and justice it should not fall back on a strict application of the law to screen itself from the performance of its part of the contract.

I unhesitatingly recommend, that respondent furnish to complainant transportation, to take the place of the cancelled ticket.

Dated October 19, A. D. 1885.

W. B. FELKER,
Commissioner.

DENVER, Colo., October 20, 1885.

JUDGE FELKER,

Railroad Commissioner, Denver:

DEAR SIR.—Your decision in the Kiskadden case received yesterday afternoon. We have furnished the gentle-

man with a round trip pass to Butte and return, good until December 31, as per your recommendation.

Respectfully Yours,

E. DICKINSON,

Assistant General Superintendent.

CASE No. 15.

| | | |
|-------------------------|---|-------------------------------|
| CONKLIN BROTHERS, | } | <i>Overcharge on freight.</i> |
| <i>v/s.</i> | | |
| THE DENVER & RIO GRANDE | | |
| RAILWAY COMPANY. | | |

DELTA, COLO., November 8, 1885.

W. B. FELKER, ESQ.:

DEAR SIR—I was advised to-day to drop you a line in regard to a bill of freight received by us from Ogden yesterday. We have been shipping in apples by express and charged three cents a pound. We were advised to ship them by freight to lighten our expenses. When we got them we had a bill of \$4.70 per hundred. Is that not an excess and can we not get a rebate.

Yours respectfully,

CONKLIN BROTHERS.

On receiving the foregoing letter, the Commissioner personally conferred with Traffic Manager A. S. Hughes in relation thereto, and was informed that the overcharge was evidently a mistake of the agent at Delta; that he would have the matter investigated and the amount refunded. The following correspondence will show that the matter was satisfactorily adjusted.

DENVER, COLO., December 2, 1885.

HON. W. B. FELKER, ESQ.,

Railroad Commissioner State of Colorado,

Denver, Colorado:

DEAR SIR—Referring to shipment of apples from Ogden to Conklin Brothers, Delta, November 4; on November

11 we had the rate corrected to \$2 60 per 100 pounds, and gave instructions to have overcharge refunded to consignees.

Yours truly,

A. S. HUGHES.

DENVER, COLO., December 2, 1885.

CONKLIN BROTHERS,

Delta, Colorado:

MESSRS—Yours of November 8 received. I immediately took same to Traffic Manager Hughes and had rate corrected to \$2.60 per 100 pounds. He informed me that he would instruct agent at Delta to refund you the overcharge. Have you received the money? Please answer.

Yours truly,

W. B. FELKER,
Commissioner.

DETLA, COLO., December 5, 1885.

W. B. FELKER, ESQ.:

DEAR SIR—Your favor of the second instant at hand. Yes, we did get our rebate, and many thanks to you for your kindness in getting it for us. We remain,

Yours truly,

CONKLIN BROTHERS.

CASE No. 16.

CITIZENS OF EMPIRE,
vs.
THE UNION PACIFIC RAIL-
WAY COMPANY.

Petition for Depot.

TO THE HONORABLE W. B. FELKER,

Railroad Commissioner, Denver:

The undersigned citizens of the town of Empire, a loading point on the line of the Colorado Central division of the Union Pacific Railroad, would respectfully represent:

That the business interests of this town and vicinity require that a station house be built at what is known as Empire Station and an agent be established there for the transaction of railroad business.

That the shipments to and from Empire Station now have to be prepaid, and are unloaded at the owner's risk. That considerable quantities of valuable goods have in this way been lost, and there seems to be no redress. That we have petitioned the railroad company for this service and have been put off with promises.

We respectfully call your attention to the accompanying statement of the shipments made to and from this point during the past ten months and we believe the shipments would be largely increased with respectable railroad accommodations.

That this movement would greatly benefit the people of Middle Park and Western Colorado.

That it would especially benefit the mining interests of Middle Clear Creek.

We respectfully ask you to use your influence and lawful authority to this end, and as in duty bound will ever pray.

EMPIRE, Colorado, November 13, 1885.

Signed, S. HANCHETT, and others.

EXHIBIT D.

Statement of shipments from Empire station from January 1, 1885, to November 1, 1885 :

| | | |
|--------------------------------|-----------------|----------|
| Shipped in by C. Koontz----- | Coal ----- | 10 tons |
| Shipped in by C. Koontz----- | Way freight-- | 4 tons |
| Shipped in by F. L. Peck----- | Coal ----- | 12 tons |
| Shipped in by John Summers-- | Beer & way frt. | 23 tons |
| Shipped in by S. Hanchett---- | Thirty cars frt | 300 tons |
| Shipped in by S. Hanchett---- | Way freight-- | 76 tons |
| Shipped in by J. M. Dumont--- | Way freight-- | 20 tons |
| Shipped in by Elliott & Black- | Way freight-- | 30 tons |
| Other shipments----- | | 20 tons |

Total shipped in-----495 tons, 990,000 lbs

| | | |
|-----------------------------------|-----------|----------|
| Shipped out by J. M. Dumont..... | Ore | 400 tons |
| Shipped out by Barrett & Fletcher | Ore | 260 tons |
| Shipped out by John Summers.... | Beer kegs | 4 tons |
| Shipped out by F. L. Peck..... | Furniture | 10 tons |
| Shipped out by S. Hanchett..... | | 2 tons |
| Other shipments..... | | 15 tons |

Total shipped out..... 691 tons, 1,382,000 lbs

Total 1,186 tons, 2,372,000 lbs

TO HON. W. B. FELKER,

Railroad Commissioner, Denver.

Respondent was, on the twentieth day of November, A. D. 1885, served with a copy of the foregoing petition and statement; but made no answer thereto.

On the seventh day of December, A. D. 1885, the following notice of examination was served on respondent company, viz :

STATE OF COLORADO, }
ARAPAHOE COUNTY, } ss.

Before the Railroad Commissioner of Colorado.

S. HANCHETT AND SIXTY-FOUR
OTHERS, CITIZENS OF EM-
PIRE, COLORADO,

vs.

THE UNION PACIFIC RAIL-
WAY COMPANY.

You are hereby notified that on the eleventh day of December, A. D. 1885, at two o'clock in the afternoon of said day, at the store of S. Hanchett, in Empire, Colorado, I shall proceed to take testimony of petitioners in support of their petition, filed in said cause, a copy of which has been heretofore served upon you, for the location of a station and the erection of a depot and appointment of a sta-

tion agent at Empire, on the line of the Colorado Central Railroad in the mountain district, in the State of Colorado.

And you are hereby notified to be and appear at said time and place to participate in the taking of said testimony if you so desire.

Dated this seventh day of December, A. D. 1885.

Yours respectfully,

W. B. FELKER,
Commissioner.

To S. R. CALLAWAY, ESQ.,
General Manager of the Union Pacific Railway Co.

At the time and place named in said notice, the Commissioner took the testimony of the following named witnesses, viz: Silas Hanchett, Thomas H. Bates, John F. Elliott, John Summers, Warren M. Fletcher, James Trevillion and C. Koontz. The substance of their testimony is stated in the opinion of the Commissioner. At the time of taking said testimony the following petition of citizens of Grand county was filed with the Commissioner, viz:

GRAND LAKE, COLO., December 7, A. D. 1885.

W. B. FELKER:

Railroad Commissioner, Denver, Colo.

The undersigned, citizens and business men of Grand Lake, would represent to you that the establishing of an agent and depot at Empire Station, on the Colorado Central Railroad, would greatly benefit us in many ways, such as the reception of freight and the accommodation of passengers and tourists visiting Middle Park.

For such action, we in duty bound will ever pray.

(Signed)

JAMES CAIRNS, and Others.

On the twenty-first day of December, 1885, J. K. Choate, Superintendent, P. Touhy, Assistant Superintendent, D. B. Keeler, General Agent, appeared before the Com-

missioner, filed statements of freight forwarded and received from and at the Georgetown and Lawson Stations, and each made and submitted an oral statement and argument concerning the traffic at Empire Station, the substance of which is set forth in the opinion of the Commissioner.

DECISION.

The petition in the above entitled cause, filed November 20, 1885, sets forth that the business interests of the town of Empire and vicinity require the construction and establishment of a depot and billing station at what is now known as Empire switch, on the Colorado Central Railroad, between Georgetown and Lawson.

Accompanying this petition is a statement of the volume of business at this point. A copy of the petition and statement was forwarded to the General Manager of respondent company. No answer thereto was filed by respondent. Pursuant to notice, the Commissioner, on the eleventh day of December, 1885, proceeded to Empire to take testimony in regard to the matters set forth in the petition, and to make a personal examination of the locality. Upon this examination there was filed with the Commissioner an additional petition, with letters accompanying the same, from citizens of Middle Park, in Grand county, also praying for a depot at Empire switch. The testimony taken on the part of the petitioner establishes the following facts: Empire village is located up the gulch and about one mile from Empire switch. It has about 300 inhabitants, with from four to five hundred more people scattered around in the adjacent mines and mining camps. Middle Park has a population of between twelve and fifteen hundred, which would naturally come to Empire Station, making upwards of two thousand people tributary to this railroad point. The present facilities at Empire switch are a small empty building about ten feet square, a platform, side-track and water tank. There is no station agent and consequently no

freight or passenger accommodations. Freight shipped from this station must be billed at Georgetown, four and one-half miles up the road. Freight for this station is left either at Lawson or Georgetown, unless ordered unloaded at Empire switch; and if so ordered, shipment is at owner's risk and freight charges must be prepaid. The testimony shows that under this management goods are frequently lost and others are miscarried, incurring the loss of time and expense to look them up.

Petitioner's testimony further shows, that from January 1, to December 1, 1885, there has been forwarded from Empire upwards of 500 tons of freight; and received, over 690 tons; to which is to be added the Middle Park traffic, consisting principally of received freight. Mr. E. Marker, of Hot Sulphur Springs, states that he ships in yearly from one hundred and twenty to one hundred and fifty tons of goods; Mr. Frank N. Byers states that he ships in large quantities mostly in car-load lots. From this testimony it would appear that Middle Park tonnage would amount to at least 200 tons.

On the part of respondent, the unsworn statement of the agent at Georgetown, taken from the books of his office and submitted at the hearing, shows only about twenty-seven tons of freight going over Berthoud Pass. From a like statement it also appears, that Empire traffic consists of forwarded freight to the amount of about 300 tons, and received freight a little over 400 tons. The Station agent at Lawson also makes an unsworn statement, that the books of his office show Empire freight received, 6,780 pounds, and Middle Park freight received, 16,160 pounds.

The annual returns of respondent's company to the Commissioner for the year ending June 30, 1885, shows that 1,107 passengers took the train at Empire switch for the six months commencing on the first day of January,

1885, and ending on the thirtieth day of June, 1885. This does not include the busy months of tourist and mountain travel. It is safe to assume that 2,500 passengers take the train at this point during the year, and that about the same number must of necessity leave the train at this point. In comparison of all the billing stations, on both the Colorado Central and the Denver, South Park and Pacific railroads, with Empire, I find that nearly one-half of such stations have a less revenue than would Empire were it a billing station. I am aware that some of these stations are established out of necessity in operating the road, yet many of them are not.

I am lead to believe, from all the testimony, that in case Empire be made a billing station, with proper terminal facilities, that fifteen per cent. of its revenue would cover the entire cost of maintaining it. On the whole case I am satisfied that the business at Empire is sufficient to warrant the establishment and maintenance of a depot, as prayed for in the petition.

Respondent company, feeling the necessity of furnishing this business and this people with some conveniences, put in a switch track, built an alleged platform, with depot attachment and a water-tank. Trains stop, take water, discharge and receive freight and passengers, in conformity with its rules regulating business at prepaid stations. The inconveniences arising from this management are almost innumerable. All freight charges must be prepaid on shipments for this station. All freight from this station must be billed at the first station beyond. The rates charged are from and to the station beyond point of shipment. No forwarded freight is shown on this statement of Lawson business. I am at a loss to account for this discrepancy of statement, unless it arises from business done at Empire switch, and not accounted for in Georgetown and Lawson state-

ments. According to respondent's statement, the total Empire business, from January 1 up to December 12, 1885, was, Freight received, 422 tons and 1,305 pounds. The total freight forwarded during the same time was, 304 tons and 300 pounds.

On the part of the petitioners, without taking into account the freight of other persons, Mr. Hanchett testifies, from his books, that he alone received over respondent's road, between January 1 and December 1, 1885, 430 tons of freight. In forwarded freight, James Trevillion testifies, that the mines of which he is Superintendent, have shipped 400 tons during the present year; and Warren M. Fletcher testifies, that their mine and mill, in which he has a partnership interest, have shipped, during the year, on an average of two car-loads per month. Of the seven witnesses sworn and examined by me, in behalf of the petitioners, I saw no disposition to over estimate the volume of business done at the several stations by Empire and Middle Park people. I have no reason for saying that their testimony is false, or even colored; and I cannot overlook it in determining the volume of business done at this point. Petitioners' testimony makes the tonnage of Empire station both forwarded and received, 1,390 tons, while respondent makes it only 762 tons.

Petitioners' testimony further shows, that if Empire station was made a billing station, with proper terminal facilities, that its tonnage would increase from one-third to one-half. Shippers desiring cars to load car-load lots, must first go to Georgetown to procure them, and then to Georgetown again, after loaded, to have them billed. Freight in less than car-load lots, must likewise be billed at Georgetown. Freight received in less than car-load lots, the charges having been prepaid thereon, is dumped out on the platform without being receipted for, and at the owner's risk.

This loose way of doing business, leaves the door open for theft on the train, or off the platform, with no liability on the part of the carrier to exercise diligence in the safe handling and delivery of goods entrusted to its care. The train men, as a matter of course, always report goods properly discharged on the platform; the officers of the road relying on this report, always refuse to acknowledge accountability on the part of the company for loss. The irrepressible tracer turns up in due time, fully exonerating everybody but the shipper or consignee. This ends the controversy. The consignee makes an entry in his profit and loss account, and forever after swears that the train men have stolen his goods. The officers of the road believe, that the consignee has been trying to beat the railroad; and the consignee is confident that the railroad has beaten him. It is just such transactions as these that create ill feeling, mistrust and lack of confidence between the people and railroad companies. These things should be remedied. they must be remedied.

With reference to passenger traffic, the returns of respondent's company as hereinbefore stated show, that twenty-five hundred people are compelled to pay extra fare on the train for want of a ticket, receiving a draw-back check, which if not lost, will be cashed at any regular station. This number of people must wait for the train without shelter or fire. The testimony discloses one case happening in November last, of a woman who had both of her feet frozen while waiting for the train. It also shows, that not only women and children, but men have been, and are still, not only inconvenienced, but compelled to suffer during the cold and inclement seasons of the year. The Commissioner and his stenographer would have frozen the morning after taking the testimony in this case, while waiting for the morning train for Denver, had they not been able to secure shelter and fire at a house near the station.

The only answer of respondent to this utter lack of accommodation is, that Lawson is only one and one-half miles further on; let them go there. This, to my mind, is not a fair answer to the real point in the case. The extra loss of time and cost of freight haul and passenger traffic, to either Lawson or Georgetown must be borne, for the most part, by poor people struggling to live and build up a business in a new country, which if successful, must in the end, benefit respondent's railroad. Slight expense to such people is a heavy burden, which would not be seriously felt by a richer and more prosperous community. If to gain better railroad facilities petitioners go to Georgetown, they have a wagon haul over Union Pass at a cost of one-quarter of a cent per pound for all freight hauled; if to Lawson probably one-half that amount; passengers in the same proportion. These people will endure hardship and suffer inconvenience rather than be to this extra expense; and the question must be met and dealt with as the facts exist, and not as respondent or the Commissioner might order them.

I must confess, however, that the case is not free from difficulty in its determination. The point urged upon the hearing by Superintendent Choate, and upon which is principally based the refusal of respondent to build and maintain a depot at this point is: That Lawson is a billing station, with good depot accommodation located only one and one-half miles down the road from Empire switch. That the inconvenience to petitioners, occasioned by this additional travel to reach a billing station, is not of that character and importance to demand of the company an increase of expense in maintaining two depots within so short a distance of each other.

There is great force in this position; and Messrs. Choate, Keeler and Touhy, officers of respondent company who were in attendance at the hearing, presented this argument

in a very strong light. The cost of erecting a depot, with the necessary terminal facilities, will amount to a considerable sum of money. The employment of an agent to run it, together with the incidental expenses, will amount annually to a considerable sum more. All of this additional expense must be made without increasing the revenue of the road. What goes to the new station is drawn from the old; what respondent would make at Empire would be lost at Georgetown and Lawson.

Viewed purely as a question of finance, as to who shall reap the profit and who bear the loss, I should be in great doubt as to the justice of petitioner's prayer for relief; for it must be conceded, that as a general rule it would be unreasonable to ask a railroad company to erect and maintain depots within such short distances of each other. But to this rule there is, and of necessity must be, some exceptions. Some are based upon purely selfish principles; some upon the broader ground of public necessity.

Railway officials are trained in the habit of operating railroads with an eye single to the monthly balance sheet. They have a horror of a red balance. In this constant strain to earn money with the least possible outlay of expense, railroad superintendents are too apt to harden into the belief, that the system of road under their immediate charge, is nothing more than a private money-making machine to grind out dividends for stockholders to the utmost farthing there is in the traffic, regardless of the obligations the company owe to the public. Their management is often dictated by the hard selfish measure,—where there is no profit, there must be no yielding to public convenience. Such management is not in harmony with public sentiment, nor even with the advanced idea of good railroad management. The philosophy of railroad legislation, and decisions from the bench is founded upon the broad, liberal doctrine of returning benefits to the public

for the benefits conferred by the public. All prominent railroad men have accepted this doctrine, at least, theoretically. No one will attempt to deny that the public has a right to demand of a public corporation, conveniences common to the public, and the want of which affects the entire community. There is a wide distinction between a private and a public grievance. The law empowering the Commissioner to act in matters relating to the conduct and management of railroads, is grounded upon this distinction. It declares that he shall "from time to time, carefully examine and inspect the condition of each railroad in the State, and its equipment, and the manner of its conduct and management, with reference to the public safety, *interest and convenience.*" It makes it his duty to recommend such changes as he may deem necessary in this behalf, and to notify the railroad corporation thereof. When the conduct of a railroad corporation is such, that it imposes a burden upon a whole community, it becomes a duty of the Commissioner, not only to investigate it, but to recommend such changes as will furnish relief.

The complaint in this case reaches beyond private interests and private inconveniences. It is the complaint of communities which, grouped together, embrace upwards of 2,000 people. The village of Empire is at the foot of one gulch, the village of Lawson at the foot of another. They are separate and distinct communities. Lawson is inaccessible to Empire and Middle Park only by the way of Empire station. It is not altogether a question of distance, and the expense of covering it. Lack of railroad conveniences deteriorates property of all kinds. It may be unfortunate for the railroad, and even the villages themselves, that they are located so closely together; but should they not be dealt with alike? Shall one village be obliged to go to another village to do its railroad business? Shall one village be granted railroad facilities and another denied them? Shall prosperity come to one and ruin to another, through the same

source? Shall a public corporation be permitted to tear down and build up as it pleases? Shall this loss be suffered by petitioners, solely on the ground, that respondent company will reap no profit by doing justice to both? These questions stand in the foreground, demanding a determination by the Commissioner on principles of justice and equity as between the petitioners and respondent. Our statute contemplates fair, impartial dealing with all, discriminating against none. For three years this people has been petitioning respondent to furnish them the conveniences prayed for in this petition; and the respondent has, as persistently, put into the balance its profit and loss against the profit and loss of petitioners, without once taking into account its public obligation. It seems to me that in this particular case, the question of profit sinks into insignificance beside that of public duty, which respondent owes to the people of these communities.

The Commissioner therefore, in accordance with Section 5, of an act of the Fifth General Assembly of Colorado, concerning railroads, recommends: That the respondent, the Union Pacific Railway Company, erect and maintain a suitable depot, with stational facilities, at that point on the line of the Colorado Central Railroad, now known by the name of Empire Station. And that in consideration of the present time being the cold and inclement season of the year, such accommodations be furnished with all convenient speed.

Dated Denver, December 24, A. D. 1885.

W. B. FELKER,
Railroad Commissioner.

CASE No. 17.

GOODRIDGE & MARFELL,
vs.
THE UNION PACIFIC RAILWAY
COMPANY.

Distribution of coal cars.

On the thirtieth day of November, 1885, complainants made oral complaint to the Commissioner that they had repeatedly requested the officers of respondent company to furnish them with sufficient cars to transport the product of their coal mine to market; but that respondent had neglected and refused so to do. The Commissioner advised complainants to serve the following notice upon the local agent at Erie and upon the Superintendent in Colorado of respondent railroad and that the Commissioner would enclose a copy of such demand in a letter to S. R. Callaway, general manager, requesting him to furnish such cars; and that without doubt said general manager would, upon the receipt of such letter, order the cars to be furnished. Following is the demand served and sent to Mr. Callaway, and the correspondence in relation thereto:

"To the Union Pacific Railway Company:

We, the undersigned owners and operators of the coal mine known as the Stewart mine, located on the line of your road in the Boulder Valley District to wit: Upon a spur running from Erie to said mine, hereby request that you furnish us suitable cars to transport our coal taken from said mine to the number of twelve cars per day.

Dated November 30, A. D. 1885.

GOODRIDGE & MARFELL."

DENVER, COLO., November 30, 1885.

S. R. CALLAWAY, ESQ.,

General Man'g'r U. P. R'y, Omaha, Nebraska:

DEAR SIR—Gentlemen, Goodridge and Marfell, owners of the Stewart mine at Erie, complain to me that they can get only four or five cars per day to ship their coal. That

they need from twelve to fifteen per day, to supply their customers; that in consequence of not getting cars, they have lost valuable customers, and are continually being damaged between \$50 and \$100 per day. That they have repeatedly asked the agent at Erie, also Mr. Keeler, for cars, and have been promised them, but none have been furnished. I advised him to serve a written notice requesting cars as provided by the statute upon your agent at Erie and upon Superintendent Choate. I told him I would send you a copy of the request, and that you would undoubtedly have the matter arranged satisfactorily. Enclosed please find request. Will you kindly advise me at your earliest convenience.

Yours respectfully,

W. B. FELKER,

Commissioner.

OMAHA, December 2, 1885.

HON. W. B. FELKER,

Railroad Commissioner, Denver, Colo.

DEAR SIR—Referring to your favor of November 30, I will instruct the Superintendent of the Colorado Division, to use his best endeavors to keep Messrs. Goodridge & Marfell supplied with cars. We are now having a large number of cars built.

Yours truly,

S. R. CALLAWAY.

DENVER, COLO., January 5, 1886.

GOODRIDGE & MARFELL,

Denver, Colorado.

MESSRS—Have you been and are you now receiving a sufficient number of cars from the Union Pacific Railway Company to handle the product of your mine? Please answer.

Yours respectfully,

W. B. FELKER.

Commissioner.

DENVER, COLO., January 6, 1886.

W. B. FELKER, *City*.

DEAR SIR—Your letter of fifth at hand, and we are glad to say in reply that we have had enough cars of late to do our business.

Yours respectfully,

GOODRIDGE & MARFELL.

CASE No. 21.

S. M. DAVIS,
vs.
THE DENVER & RIO GRANDE
RAILWAY COMPANY.

Extortion.

The complainant, S. M. Davis, alleges:

First—That he is a resident of Salida, county of Chaffee, and State aforesaid. That heretofore plaintiff commenced the business of coal merchant at the place last aforementioned, and is desirous of continuing the business. That he purchased a carload of coal of the Thornton Coal Company, at Cañon City, on or about the first day of November, A. D. 1885, and caused the same to be shipped from said Cañon City to Salida, over the railroad of respondent. That the weight of said car was 20,500 pounds. That the said railway company charged complainant for transportation thereof the sum of thirty-two dollars and eighty cents, being at the rate of three dollars and twenty cents per ton. That the said respondent at the same time was charging only the sum of two dollars and fifty cents per ton for transportation of coal over its said road from Coal Creek to Salida, said Coal Creek being a point on the line of said respondent's railroad, in the neighborhood of thirteen miles east and south and beyond Canon City. That coal handled from said Coal Creek to Salida has to pass through said Cañon City.

Second—That said respondent has hitherto and does now continue to discriminate against this complainant and

the said Thornton Coal Company in its transportation of coal from the mines of the said Thornton Coal Company, whereby this complainant is greatly damaged.

Third—That the acts and doings of the said respondent as hereinbefore cited are contrary to the statute of the State of Colorado in such case made and provided.

Wherefore your complainant prays that said Commissioner investigate the said matter and determine thereupon as provided by law.

(Signed.)

S. M. DAVIS.

STATE OF COLORADO, }
CHAFEE COUNTY, } ss.

S. M. DAVIS, being first duly sworn, deposes and says that he is the complainant in the above entitled cause, that he has read the same and knows the contents thereof, and that the same is true of his own knowledge.

S. M. DAVIS.

Subscribed and sworn to before me this tenth day of November, A. D. 1885.

W. H. DAVIS,
Justice of the Peace.

A copy of the foregoing complaint was served on W. S. Jackson, receiver of said respondent railway company, on the eleventh day of November, A. D. 1885. On the second day of December, A. D. 1885, the following letter was received from Traffic Manager A. S. Hughes:

DENVER, COLO., December 2, 1885.
HON. W. B. FELKER,
Railroad Commissioner State of Colorado,
Denver, Colorado:

DEAR SIR—Referring to attached papers relative to complaint made by Mr. S. M. Davis on account of the coal rate from Cañon City to Salida, the rate of \$3.20 per ton was charged in accordance with the general rule to use the classification in the absence of a tariff. There being no coal business from Cañon heretofore, a tariff was unnecessary,

but had we been asked for rate would have named \$2.87½ per ton upon shipments comprising a limited number of cars per month. An increase of business would doubtless secure a somewhat better rate. In conclusion, instructions have been issued to correct to \$2.87½ per ton, a rate hitherto offered but not accepted, and have issued this rate open.

Yours truly,

A. S. HUGHES.

Thereafter respondent company refunded to complainant the difference between the rate paid and \$2.87½ the open rate made, and the complainant having received the same in satisfaction of his claim, the complaint was thereupon dismissed by order of the Commissioner.

CASE No. 22.

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| <p>TWENTY-FIVE CITIZENS OF CHAFFEE COUNTY, vs. W. S. JACKSON, RECEIVER OF THE DENVER AND RIO GRANDE RAILWAY.</p> |
|--|

Extortion.

The complainants allege that they are citizens of the county of Chaffee, State of Colorado; that they have subscribed their names hereunto and make this complaint as such citizens in conformity to section sixteen of an act entitled "An act concerning railroads and railroad corporations," etc., passed by the Fifth General Assembly of the State of Colorado, and approved April 6, A. D. 1885.

That the said W. S. Jackson is the receiver of the Denver and Rio Grande Railway Company, a corporation existing under the laws of this State, and that said receiver is now operating the said railway owned by the said company.

That said respondent charges and exacts for the transportation of coal in car load lots on said railway from Cañon City to Salida, the sum of \$3.20 per ton. That the distance between the said two points is 59.9 miles. That

the said sum of \$3.20 tariff per ton as aforesaid charged by respondent between said two points is exorbitant, unreasonable and extortionate. That the sum of \$2.00 per ton in car load lots is a reasonable and proper charge for such transportation between said two points.

Wherefore complainants demand, that the said Commissioner make an examination of the freight tariff on coal in car load lots between Cañon City, in the county of Fremont, and Salida, in the county of Chaffee, State of Colorado, as charged by the said respondent, and determine whether the same be extortionate or not; and further to determine what is a reasonable tariff per ton for coal in car load lots between the said two stations on respondent's railway.

Dated November 30, 1885.

| | |
|------------------------|-----------------|
| S. M. DAVIS, | J. B. THOMPSON, |
| W. P. CARSTARPHEN, | J. P. SMITH, |
| JOHN W. HAMM, | JOHN B. RANDOL, |
| D. P. FULLER, | IRA THOMPSON, |
| S. W. TAYLOR, | C. J. SNITT, |
| J. E. HAWVER, | N. B. HAMES, |
| J. M. McCOMAS, | E. H. STREPEY, |
| S. H. COMSTOCK, | M. J. ANDERSON, |
| R. ATWOOD, | C. C. LAMB, |
| J. H. STEWART, | D. G. MILLER, |
| D. F. ARNOLD, | WM. STEVENS, |
| THOS. F. DRAYTON, JR., | J. DORCEY, |
| A. R. THURBER & CO., | J. D. SMITH, |
| J. S. BROWN, | ED. SCHEVALTER, |
| DELL CRANE, | H. B. EWING, |
| IRA A. BOSTWICK, | W. H. DAIRN, |
| H. SHERWOOD, | A. G. DODGE, |
| W. L. KELSEY, | C. A. HAWKINS, |
| A. T. HATHAWAY, | J. B. BROWN, |
| ALEX RENMISK, | JAMES O'NEIL, |
| B. DISMAN, | C. HAYDEN, JR. |

STATE OF COLORADO, }
 CHAFFEE COUNTY, } ss.

Personally appeared before me W. H. Davis, a justice of the peace in and for Chaffee county, S. M. Davis and S. W. Taylor, and upon oath swear that they are acquainted with the persons whose names are subscribed to the foregoing complaint and that they know them to be

bona fide citizens of said town of Salida, Chaffee county, Colorado, and that said signatures were attached in their presence.

S. M. DAVIS,
S. W. TAYLOR.

Subscribed and sworn to before me this thirtieth day of November, A. D. 1885.

W. H. DAVIS,
Justice of the Peace.

Complaint and notice of intended examination was served on respondent December 2, 1885. No answer was filed by respondent. On the fifth day of December, A. D. 1885, pursuant to notice an examination was had at the office of the Commissioner, at which time and place S. M. Davis appeared and testified in behalf of complainants, and A. S. Hughes, traffic manager, appeared and testified in behalf of respondent company. On the eighth day of December, A. D. 1885, such examination was continued; and pursuant to notice the testimony of Charles Thornton was taken at the office of Charles E. Bradley in Cañon City, county of Fremont, State of Colorado. There was no conflict of testimony in the case. The substance of all the material portions thereof appearing in the decision of the Commissioner, its publication is deemed unnecessary. Respondent not being present at the examination of witness Thornton, a copy thereof was furnished respondent accompanied by the following letter:

DENVER, December 9, A. D. 1885.

W. S. JACKSON, ESQ.,

*Receiver of the Denver and Rio Grande Railway,
Denver, Colorado:*

DEAR SIR—Herewith I hand you copy of testimony of Charles Thornton, taken pursuant to notice, at Cañon City, December 8, in case of twenty-five citizens of Chaffee county *vs.* The Denver and Rio Grande Railway Company.

If you desire to rebut the same, or introduce any additional testimony in this case, please do so at once, as it is desirable that a determination be reached with all convenient speed.

Yours respectfully,

W. B. FELKER,
Commissioner.

No further testimony being offered, and the respondent having submitted its argument, and the Commissioner being fully advised in the premises, the following decision and recommendation was made.

DECISION.

This case is brought under Section 16, of an act entitled "An Act Concerning Railroads and Railroad Corporations," etc., approved April 6, 1885. The complaint charges the existence of an unreasonable tariff on the transportation of coal in car-load lots, between Cañon City and Salida; two stations on respondent's railroad.

Due notice, in writing, of the time and place of the intended examination, and an opportunity to be heard, was given to the petitioners and likewise to the respondent railroad company. Both parties were present, by their representatives, at such examination. Owing principally to the absence of Hon. E. O. Wolcott, General Solicitor of respondent company, from the State, no answer was filed in this case, and no testimony was submitted in its behalf, excepting that of A. S. Hughes, General Traffic Manager, which was mainly explanatory of respondent's system of adjusting coal tariffs and the general manner of handling the coal traffic on its line of road.

The testimony, on the part of complainants, established the following state of facts:

S. M. Davis being desirous of engaging in the coal trade, as a retail dealer, in Salida, made arrangements with the

Thornton Coal Company, engaged in mining coal at Cañon City for a supply of coal; that about the first of November, A. D. 1885, said company shipped a car of coal from its mine to Salida, consigned to said Davis; that respondent charged and exacted from the consignee the sum of \$32.80 for transportation of said car of coal, being at the rate of \$3.20 per ton; that the distance of haul was fifty-six miles.

It was further shown, that respondent's tariff for transportation of coal from Coal Creek to Salida, a distance of sixty-seven miles, is \$2.50 per ton. That shipments from Coal Creek reach the main line at Florence; from thence to Cañon City, and from thence to Salida; thus traversing the same route after reaching Cañon City as the Davis consignment.

It must strike the novice in railroad management, at first blush, that there must be something radically wrong in a charge of 70 cents more per ton for twelve miles less haul over the same road. And the wrong appears the more flagrant, when we take into consideration that neither of the three places named are competitive points. It frequently becomes necessary, in order that justice be done between competitive shippers to an open market, that the same rate be made for the longer haul; but there is no appearance of justice upon the face of a practice that establishes a less rate for the greater distance. There may be exceptional cases that would justify such management; but they should be suffered to exist only upon the strongest proof of an absolute necessity. I am inclined to adopt the rule laid down by the Railroad Commissioners of the State of New York, viz.: "That a larger charge for a shorter haul than for a longer one, is *prima facie* unreasonable." This throws the burden of proof upon the railroad company to show the reasonableness of the charge. The railroad company, being in possession of all the facts upon which the rate is based, is in a position to explain the rea-

son of making the rate and certainly it cannot be a harsh rule that compels the disclosure of facts mainly, if not solely, in the possession of the party charged.

The only reason assigned by respondent in support of this distinction of rate, was difference in volume of business and facility of handling it. It was urged that volume of business and facility of handling it should not only enter into the question of making rates, but should be a controlling element in determining the reasonableness of the rate charged. While I do not wish to be understood as asserting that these facts ought not to be taken into consideration in a certain class of cases, I cannot give my assent to the proposition in the abstract. Taking the carload as the limit of shipment, which is recognized by every railroad management west of the Missouri river as the only equitable basis upon which to compute rates, and it is not easy to discover upon what principle the shipper of a large number of carloads should have the advantage of a less rate than the shipper of a less number of carloads, without subjecting the company to the charge of unjust discrimination.

The cost of handling the shipment, as a rule, is the same in the one case as the other. Upon this point I quote from authority recognized by railway managers as the highest in this country. Commissioner Fink, in his testimony before the Hepburn committee, said: "It costs no more to ship carloads of freight between two stations of a railroad, whether they belong to one shipper or ten shippers, whether one man ships ten carloads, or ten men ship one carload each. There is no ground for discriminating in favor of the large shipper. Any discrimination made in his favor is entirely arbitrary. There is no rule, no principle, on which it can be established or defended. All arbitrary discrimination works injustice to others."

Mr. Vanderbilt and Mr. Jewett both supplemented Mr. Fink's testimony in their testimony given before the same

committee. It may be said that Mr. Fink had reference to shipments between the same termini, and that as authority it can have no weight upon shipments from or to intermediate points, having a common terminus. Let us see. It will be conceded that wherever the point of shipment, a certain amount of terminal charges must necessarily be incurred. The cost of making up a train depends upon the amount of switching and the time consumed in doing it. Counting fifteen cars a full train, all at one station, or with five cars at three different stations on the main line, what would be the difference in cost of making up the train? It must be admitted that it would cost more to couple up, switch and get fifteen cars upon the main line than it would five. The cost of setting out and picking up single cars along the main line is greater than taking the whole train from one switch track. It costs less to haul a part of a train than it does a whole train; and until the last station be reached and the whole train made up the maximum cost of hauling that train does not begin. When we come to equalize the cost of making up a train from switch tracks at three different stations, and lay the due proportion of additional cost upon five cars of ten tons each, it will be found an infinitesimal amount per ton. When the train is made up, then the practical testimony of Mr. Fink applies; for it is only the additional cost of making up the train that can make the difference in cost of transportation.

Respondent's testimony establishing the fact, that at Coal Creek the superior facilities for handling coal, over those employed at Cañon City, can avail respondent nothing; unless it be, in regard to the detention of cars. No testimony was offered showing the length of time cars were held at Coal Creek, nor that the Thornton Coal Company held its cars longer than the cars are usually held at Coal Creek. The testimony of complainants shows, that the cars at Cañon City were dropped in empty one night and taken out loaded the next. That the rule and custom of

respondent company was to allow twenty-four hours for purposes of loading, or unloading; and in no classes of freight was demurrage charged until the expiration of that time.

Because the Colorado Coal and Iron Company may have superior advantages for mining, handling and shipping, over the Thornton Coal Company; and can by reason thereof put coal in market on a larger margin, is no reason why that company should have a monopoly of railway transportation. On the contrary, it is the strongest of reasons that it can afford to pay, and should pay, a full rate. It does not become a carrier of commodities to urge the inequalities existing between the large and small producers, whereby the latter is unable to compete with the former in the market. It is a duty which the common carrier owes to the public, that he stand in the presence of shippers to a common market, absolutely unprejudiced and impartial. The benefits to be derived, from the public character of railway corporations, belong to the whole people and not to the few; to the poor as well as the rich; to the weak as well as the strong. Our statute explicitly favors a railway management, that assists the development of the resources of the State. A railway management that would attempt to strangle the opening up of any industrial enterprise, would be directly violating the law.

Railway corporations need have no fear, of too many coal mines being opened along the line of their road, unless they have combined the business of a common trader with that of a common carrier, and share the output of the mine. It does not necessarily follow, that opening up new mines will result in over-production.

It may lessen the market value of the product and cheapen the price to the consumer; but we must bear in mind that the cheaper fuel becomes, the more there will be consumed. Consumption is based upon economic principles. None but the profligate, but what consult the cost

mark of living. Cheap coal will make a market where there was none before. Again, we must not forget that increase of product demands a corresponding increase of labor in its production. Remunerative employment adds wealth of population. In making a demand for labor and cheapening the cost of living, the masses are benefited, the railways are benefited and the State is increased in wealth.

I have no word of censure for the officers of respondent company as regards the facts arising in this case. From the first, both the Receiver and the Traffic Manager, have manifested a disposition to make a fair rate for the Cañon City mine; the only question being as to what constituted a fair rate. Prior to the time of Mr. Davis shipping this car of coal, no shipments had been made from the Cañon City mines to the coal purchasing markets throughout the State. No rate had been solicited, and, as a necessary consequence, these mines were not placed in the special coal tariff rate sheet. Respondent's agent at Salida charged schedule freight rates according to the classification of commodities of like character. After this proceeding was instituted, respondent refunded to Mr. Davis the difference between the rate charged and a \$2.87½ rate, which was made open; and to the mind of the Traffic Manager, was a fair rate, taking into consideration the small amount of business at that point. Upon the reasonableness of this rate, has arisen the only difference of opinion between the Commissioner and the officers of respondent company.

In fixing coal rates, the rate maker must be largely governed by that broad commercial policy, which gives the lowest prices to the consumer of the necessities of life. Coal for fuel, in this State, is a necessity. Conceding that the value of the article transported, and its liability to damage in transit, enters largely into the question of reasonableness of rate, and adding to this, that the article itself is a necessary, there is probably no product carried that requires so low a rate as coal.

The special coal tariff rate sheet in force on respondent's railroad was introduced in evidence. It is indisputable, that the rates established in this sheet, covering as they do the entire coal haul over respondent's road, stand as an admission that the gross earnings from this traffic so rated, are reasonably remunerative to respondent company. The rate therein established, between Coal Creek and Salida, is \$2.50 per ton. There has been no sufficient reason assigned by respondent, why a greater rate should be established between Cañon City and Salida.

The Commissioner cannot look alone to the interests of complainants in fixing this rate. The interests of three different classes of persons must be taken into account in considering this question, viz.: The producer, the carrier and the consumer. The carrier has a right to make and exact a reasonable rate for transportation service. In making such rate there must be no discrimination in favor of one producer and shipper as against another producer and shipper. Without particular reference to the length of haul, all like producers should be put into the same market upon as nearly the same equality as can be. A tariff that will accomplish this benefits both producer and consumer. It extends the boundaries of trade, stimulates a healthy competition, establishes a settled market and cheapens the price of commodities. The short difference in the length of haul between Cañon City and Coal Creek is of no consequence. Were the Commissioner to consider only the interests of complainants' and apply the theory of actual cost of transportation of a short distance haul, he might, without doing great injustice to respondent company, recommend a tariff lower than that from Coal Creek; but it would inevitably lead to the sacrifice of the best interests of the Cañon City coal mines. For when developed into heavy producers, they must look to the markets east for the disposal of the bulk of their product, unless a better market than at pres-

ent should open up in the West. If Cañon City coal mines be put into the coal markets west of that place, at a less freight tariff, on account of this difference of haul, then they must expect to pay that difference to be put into the markets east. If the Cañon City mines be put into the markets both east and west, upon a like tariff with Coal Creek, justice both to the consumer and producer will be more nearly subserved than by fixing any other rate.

After a thorough examination of all the facts in this case, and in pursuance of the provisions of the statute under which this proceeding was brought, I find and report, that the freight tariff on coal, in car-load lots, as charged by respondent company, between Cañon City and Salida, are unreasonably high; and that a fair and reasonable rate on coal in car-load lots for transportation from said Cañon City to said Salida, is \$2.50 per ton in car-load lots.

And in conformity with such finding, I hereby recommend that said respondent company do make and establish an open rate of \$2.50 per ton, in car-load lots, on such product, from Cañon City, in Fremont County, to Salida, in Chaffee County, State of Colorado, to take effect immediately.

Dated December 30, A. D. 1885.

W. B. FELKER,
Railroad Commissioner.

A certified copy of the foregoing decision and recommendation was served upon W. S. Jackson, Receiver aforesaid, and immediately thereupon the said Receiver complied with the said recommendation, and made an open rate of \$2.50 per ton in carload lots, on coal, between Cañon City and Salida aforesaid.

CASE No. 23.

THE GLENWOOD HARDWARE
COMPANY.

vs.

THE DENVER AND RIO
GRANDE RAILWAY COM-
PANY.

Delay in shipment of freight.

GLENWOOD SPRINGS, Colo., December 8, 1885.

HON. R. R. COMMISSIONER,

Denver, Colorado :

DEAR SIR—On the seventh day of November last the Bættcher Hardware company, of Denver, shipped to me *via* Granite, over the Denver and Rio Grande Railway, a bill of hardware which was not delivered at Granite until the twenty-sixth day of November, having been in transit nineteen days. In consequence of this delay I have been greatly damaged. First, in consequence of unjust delay disabled to pay my bills at maturity. Secondly, have had to pay advance of fifty cents per hundred from Granite to the Springs. Am I entitled to damages? If they refuse to do what is right I can hereafter, at least, patronize the South Park road *via* St. Elmo.

Yours very respectfully,

GLENWOOD HARDWARE COMPANY.

DENVER, Colo., December 12, 1885.

HON. W. S. JACKSON,

Receiver Denver and Rio Grande Railway,

Denver, Colorado :

DEAR SIR—Enclosed find copy of complaint of Glenwood Hardware Company against your road for damages occasioned by delay of goods shipped over your road from Denver to Granite. Please cause an investigation to be made of this matter and advise me by answer at your earliest convenience.

Yours respectfully,

W. B. FELKER,

Commissioner.

DENVER, COLO., December 13, 1885.

GLENWOOD HARDWARE CO.:

Glenwood Springs, Colo.:

MESSRS:—Your complaint against the Denver and Rio Grande Railway Company for delay in transportation of shipment of goods from Denver, duly received.

I immediately referred the same to Receiver Jackson, and as soon as I receive his answer will further confer with you on the subject.

You give me no quantity of shipment, nor any facts upon which I could determine the amount of damages which you have suffered. I shall require some proof of the amount of damage in case I proceed with an investigation.

Yours respectfully,

W. B. FELKER,

Commissioner.

DENVER, COLO., December 15, 1885.

W. S. JACKSON, ESQ.:

Receiver, Denver, Colo.

DEAR SIR:—Herewith I return papers concerning alleged delay to a shipment for Glenwood Hardware Company. This consignment was delivered to us November 9 (instead of November 7, as stated) and was forwarded same date, arriving at Granite on November 13 (instead of November 26, as claimed), but the freight was not taken from Granite by freighters until November 26, for which delay of course we are not to blame.

Yours truly,

A. S. HUGHES.

HON. W. B. FELKER:

Railroad Commissioner, Denver:

DEAR SIR:—The above is furnished you for your information in answer to your letter of December 12, enclosing

copy of letter from Glenwood Hardware Company, dated December 8.

Respectfully,

W. S. JACKSON,

Receiver.

DENVER, COLO., December 16, 1885.

W. S. JACKSON:

Receiver Denver and Rio Grande Railway:

DEAR SIR:—Yours of the fifteenth instant, enclosing letter from Mr. Hughes, your traffic manager, in reply to my inquiry concerning the delay in transit of the Glenwood Hardware Company's shipment of goods, received.

Your explanation ought to be perfectly satisfactory to that company. I shall forward to the company a copy of Mr. Hughes' letter, and so advise them.

Yours respectfully,

W. B. FELKER,

Commissioner.

DENVER, COLO., December 16, 1885.

GLENWOOD HARDWARE CO.:

Glenwood Springs, Colo.

MESSRS:—Enclosed find copy of letters from the officers of the Denver and Rio Grande Railway Company, in answer to your complaint of delay in transit of your shipment of goods from Denver, as you allege, on the seventh day of November last. It appears that the railway company received these goods on November 9, and delivered them at Granite on November 13. It appears that the delay is chargeable to the freighters at Granite. I do not see how any blame can attach to the railway company. Your remedy is against the freighters.

Yours respectfully,

W. B. FELKER,

Commissioner.

APPENDIX.

CONSTITUTION.

ARTICLE XV.

CORPORATIONS.

CHARTERS NOT USED EXPIRE.

SECTION 1. All existing charters or grants of special or exclusive privileges under which the corporators or grantees shall not have organized and commenced business in good faith at the time of the adoption of this Constitution, shall thereafter have no validity.

WHAT CHARTERS MAY BE GRANTED.

SEC. 2. No charter of incorporation shall be granted, extended, changed or amended by special law, except for such municipal, charitable, educational, penal or reformatory corporations as are or may be under the control of the State; but the General Assembly shall provide by general laws for the organization of corporations hereafter to be created.

POWER TO REVOKE—ALTER ANNUAL CHARTER.

SEC. 3. The General Assembly shall have the power to alter, revoke or annul any charter of incorporation now existing and revocable at the adoption of this Constitution, or any that may hereafter be created, whenever in their opinion it may be injurious to the citizens of the State, in such manner, however, that no injustice shall be done to the corporators.

RAILROADS—PUBLIC HIGHWAYS—CONSTRUCTION—INTERSECTION.

SEC. 4. All railroads shall be public highways, and all railroad companies shall be common carriers. Any association or corporation organized for the purpose shall have the right to construct and operate a railroad between any designated points within this State, and to connect at the

State line with railroads of other States and Territories. Every railroad company shall have the right with its road to intersect, connect with or cross any other railroad.

CONSOLIDATION—PARALLEL LINES.

SEC. 5. No railroad corporation, or the lessees or managers thereof, shall consolidate its stock, property or franchises with any other railroad corporation owning or having under its control a parallel or competing line.

RAILROADS—RIGHTS OF PUBLIC TO TRANSPORTATION—NO PREFERENCE.

SEC. 6. All individuals, associations and corporations shall have equal rights to have persons and property transported over any railroad in this State, and no undue or unreasonable discrimination shall be made in charges or in facilities for transportation of freight or passengers within the State, and no railroad company, nor any lessee, manager or employé thereof, shall give any preference to individuals, associations or corporations in furnishing cars or motive power.

EXISTING RAILROADS FILE ACCEPTANCE OF CONSTITUTION.

SEC. 7. No railroad or other transportation company in existence at the time of the adoption of this Constitution, shall have the benefit of any future legislation without first filing in the office of the Secretary of State an acceptance of the provisions of this Constitution, in binding form.

EMINENT DOMAIN—POLICE POWER—CORPORATIONS.

SEC. 8. The right of eminent domain shall never be abridged, nor so construed as to prevent the General Assembly from taking the property and franchises of incorporated companies and subjecting them to public use, the same as the property of individuals; and the police power of the State shall never be abridged or so construed as to permit corporations to conduct their business in such manner as to infringe the equal rights of individuals or the general well-being of the State.

FICTITIOUS STOCK, BONDS—INCREASE OF STOCK.

SEC. 9. No corporation shall issue stocks or bonds, except for labor done, service performed, or money or property actually received, and all fictitious increase of

stock or indebtedness shall be void. The stock of corporations shall not be increased except in pursuance of general law, nor without the consent of the persons holding a majority of the stock, first obtained at a meeting held after at least thirty days' notice given in pursuance of law.

FOREIGN CORPORATIONS—PLACE—AGENT.

SEC. 10. No foreign corporation shall do any business in this State without having one or more known places of business and an authorized agent or agents in the same, upon whom process may be served.

STREET RAILROADS—CONSENT OF AUTHORITIES.

SEC. 11. No street railroad shall be constructed within any city, town or incorporated village, without the consent of the local authorities having the control of the street or highway proposed to be occupied by such street railroad.

GENERAL ASSEMBLY—RESTRICTIONS.

SEC. 12. The General Assembly shall pass no law for the benefit of a railroad or other corporation, or any individual or association of individuals, retrospective in its operations, or which imposes on the people of any county or municipal subdivision of the State, a new liability in respect to transactions or considerations already past.

TELEGRAPH LINES—CONSOLIDATION.

SEC. 13. Any association or corporation, or the lessees or managers thereof, organized for the purpose, or any individual, shall have the right to construct and maintain lines of telegraph within this State, and to connect the same with other lines, and the General Assembly shall by general law of uniform operation, provide reasonable regulations to give full effect to this section. No telegraph company shall consolidate with or hold a controlling interest in the stock or bonds of any other telegraph company owning or having the control of a competing line, or acquire, by purchase or otherwise, any other competing line of telegraph.

RAILROAD TELEGRAPH—CONSOLIDATING WITH FOREIGN LINES.

SEC. 14. If any railroad, telegraph, express or other corporation organized under any of the laws of this State, shall consolidate, by sale or otherwise, with any railroad, tele-

graph, express or other corporation organized under any laws of any other State or Territory, or of the United States, the same shall not thereby become a foreign corporation, but the courts of this State shall retain jurisdiction over that part of the corporate property within the limits of the State in all matters which may arise, as if said consolidation had not taken place.

CONTRACTS WITH EMPLOYES, RELEASING FROM NEGLIGENCE—VOID.

SEC. 15. It shall be unlawful for any person, company or corporation to require of its servants or employes, as a condition of their employment or otherwise, any contract or agreement whereby such person, company or corporation shall be released or discharged from liability or responsibility on account of personal injuries received by such servants or employes while in the service of such person, company or corporation, by reason of the negligence of such person, company or corporation, or the agents or employes thereof, and such contracts shall be absolutely null and void.

RAILROAD COMMISSIONER LAW.

AN ACT

Concerning Railroads and Railroad Corporations, prescribing the powers and duties thereof, also providing for the appointment of a Railroad Commissioner, and prescribing the powers and duties of the same.

Be it enacted by the General Assembly of the State of Colorado :

SECTION 1. That within ten days after the passage of this act, the Governor shall appoint one competent person to be Railroad Commissioner, such appointment and all subsequent appointments to be made with the advice and consent of the senate. The Commissioner so appointed shall hold the office for the period of two years from the first day of April, A. D. 1885, unless removed by the Governor for cause. In case the senate shall not be in session when the appointment shall be made, the Commissioner so appointed shall hold his office during the term for which he shall be appointed, or until the senate shall refuse to concur therein. The Governor, before the first day of February of

each alternate year thereafter, shall appoint a Commissioner to hold office for the term of two years from the first day of April thereafter, unless sooner removed for cause, and in case a vacancy shall occur in said office by resignation or otherwise, the Governor shall fill the same by appointment for the remainder of the term. The Governor may remove said Commissioner for good cause and appoint another at any time, whenever in his discretion he may believe the public welfare demands the change, and he shall report his action in the matter of such removal, and the reasons therefor, to the legislature.

SEC. 2. (Qualifications.) No person owning any bonds, stock, or property in any railroad corporation, or who is in the employment of, or who is in any manner pecuniarily interested in any railroad corporation, shall be eligible to the office of Railroad Commissioner. Said Commissioner shall be a citizen of the United States, a qualified elector of this State, and shall have resided in the State for at least two years before his appointment.

SEC. 3. (Office—Compensation—Term.) The Commissioner so appointed shall hold his office at the capitol of the State. He shall receive a salary of three thousand six hundred dollars per annum, to be paid quarterly, and he shall be provided, at the expense of the State, with necessary office, office furniture and stationery, and shall have authority to appoint a secretary, who shall receive a salary of eighteen hundred dollars per annum, payable quarterly. The commissioner so appointed shall devote his entire time to the duties of his office.

SEC. 4. (Oath—Bond.) Said Commissioner and his secretary shall be sworn to the due and faithful performance of his duties, before entering upon the discharge of the same, and said Commissioner shall enter into a bond, with sureties to be approved by the Governor, in the sum of twenty thousand dollars, conditioned for the faithful performance of his duties.

SEC. 5. (Examination of Railroads.) Said Commissioner shall have authority to examine all railroads operated by steam in this State, and shall investigate any neglect or violation of the laws of this State by any railroad corpora-

tion doing business therein, or by the officers, agents, or employes thereof, that shall come to his knowledge, and shall also, from time to time, carefully examine and inspect the condition of each railroad in the State, and its equipments, and the manner of its conduct and management, with reference to the public safety, interest and convenience. Whenever it shall be made to appear to the Railroad Commissioner that any railroad corporation neglects or fails, in any respect, to comply with the terms of its charter, or the laws of this State, or whenever, in the judgment of the Commissioner, any changes are necessary in the manner of operating any railroad, said Railroad Commissioner shall notify, in writing, said railroad corporation of the improvements and changes, which he deems necessary, such notice to be served by leaving a copy thereof, properly certified, with the president, superintendent, or other person in charge of said railroad, and a report of such proceedings shall be included in the annual report of the Commissioner to the Governor, who shall transmit the same to the legislature. Nothing in this section shall be construed as giving the Commissioner authority to change the manner of operating a railroad, or as relieving any railroad corporation from its statutory or common law responsibilities, or liabilities for damages to person or property as common carriers, or otherwise. No railroad company shall be permitted, by contract or otherwise, to alter or change its common law liability as a common carrier, and all such contracts shall be void, unless in writing, signed by the shipper, and expressed therein to be at owner's risk.

SEC. 6. (Loading Points—Freight Cars.) It shall be the duty of every railroad corporation in this State to establish loading points along the line of its road, at such points as may, upon written application and reasonable notice to the railroad corporation, and reasonable opportunity for hearing, be designated by said Railroad Commissioner, for the loading of live stock, ore, coal, coke, stone, lumber, lime, or other freight in car load lots. Every railroad corporation shall, upon written request and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and receive and transport such freight with all reasonable dispatch, and provide and keep suitable facilities

for receiving and handling the same at any depot, station, loading or unloading point on the line of its road; *Provided*, Whenever such railroad corporation shall not have under its control a sufficient number of cars to supply the demand therefor, then such railroad corporation shall furnish to such applicants cars in the order in which such applications shall have been made; *Provided, further*, In every case where the number of cars demanded by or for any person, firm or corporation, cannot be furnished and used within two days after the date of such demand, then, and in that case, cars shall be furnished to the several applicants in proportion to their respective needs therefor, and if such ratio cannot be agreed upon by and between the railroad corporation and the several such applicants, then the Railroad Commissioner shall, upon application of either party, fix such ratio.

SEC. 7. (Unjust Discrimination.) No railroad corporation shall, without the written approval of said Commissioner, charge, demand or receive from any person, company or corporation, for the transportation of persons or property, or for any other service, a greater sum than it shall, while operating under the classification and schedule then in force, charge, demand or receive from any other person, company or corporation for a like service from the same place, or upon like conditions and under similar circumstances, and all concessions of rates, drawbacks and contracts for special rates shall be open to, and allowed all persons, companies and corporations alike, at the same rate per ton per mile, upon like conditions and under similar circumstances, except in special cases designed to promote the development of the resources of this State, when the approval of said Commissioner shall be obtained in writing. But nothing in this section shall be construed so as to prevent the said Commissioner from making a lower rate per ton per mile, in car load lots, than shall govern shipments in less quantities than car load lots, and for making lower rates for lots of not less than five car loads than for single car load lots, except in cases otherwise provided for in this section. All passenger tickets shall be transferable by delivery, and no discrimination of any kind shall be made by any railroad corporation, or by its agents or employes, against the holder of any passenger ticket. All passenger

tickets shall be good for one passage over the road, or part of road expressed therein; *Provided*, Nothing in this section shall be construed to prohibit the issuance of commercial, excursion or round-trip tickets, with the usual conditions therein, nor tickets limited as to time, but not as to person.

SEC. 8. (Extortion.) No railroad corporation shall charge, demand or receive from any person, company or corporation an unreasonable price for the transportation of persons or property, or for the handling or storing of freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of its business as a railroad corporation and not specified in the classification and schedule prepared and published by such railroad corporation. The superintendent or other chief executive officer of each railroad in this State, shall cause to be kept posted up, in a conspicuous place in the passenger depot in each station where passenger tickets are kept for sale, a printed copy of the classification and schedule of rates of freight charges then in force on each railroad, for the use of the patrons of the road. Any railroad company violating any of the provisions of this section shall be deemed guilty of extortion, and be subject to the penalties hereinafter prescribed.

SEC. 9. (Penalty.) Any railroad corporation that shall violate any of the provisions of this act as to loading points, freight cars, unjust discrimination or extortion, shall forfeit, in every such case, to the person, company or corporation aggrieved thereby, three times the actual damage sustained or overcharges paid by the party aggrieved, which triple damages shall be adjudged to be paid, together with the costs of suit and a reasonable attorney's fee, to be fixed by the court, and taxed with the costs; and, if an appeal or writ of error be taken from the judgment in such case, it shall be the duty of the appellate court, in case the judgment of the lower court shall be affirmed, or the plaintiff's right to recover sustained, to cause to be taxed, with the costs in that court, an additional reasonable attorney's fees for services in the appellate court; *Provided*, In all cases where there shall be an agreed rate or price, in writing, for the transportation of any freight, to be delivered at any point in this State, such freight shall not be withheld for

any alleged overcharge thereon, but, in every such case, all such freight shall be delivered, without delay, to the consignee, or his order, upon a tender by or for him of the amount expressed in such written agreement or bill of lading. And, in case such freight shall not be so delivered within twenty-four hours after demand, the consignee thereof, or his legal representatives or assigns, may recover the same in an action for the claim and delivery of personal property, together with all costs of suit and a reasonable attorney's fee, to be allowed by the court; and, in every such case, service of process upon the agent, or person in charge of the station to which such freight shall have been shipped, shall be deemed legal and sufficient service on such railroad corporation.

SEC. 10. (Commissioner's Report.) The Railroad Commissioner shall, on or before the first day of December of each year, make a report to the Governor of his doings for the preceding year ending June 30, containing such facts, statements and explanations as will disclose the working of the system of railroad transportation in this State, and its relation to the general business and prosperity of the State, and such suggestions and recommendations in regard thereto as may to him seem appropriate.

SEC. 11. (Report of Railroads—Penalty.) To enable said Commissioner to make such report, the president, or other chief officer of each railroad corporation doing business in this State, shall annually make to said Commissioner, between the first day of August and the first day of September, such returns, in form and manner as said Commissioner may prescribe, as will afford the information required in his said official report. Said returns shall be verified by the oath of the officer making the same, and every such officer who shall wilfully neglect, or refuse to make such report by the first day of September, shall be liable to a penalty of one hundred dollars for each and every day after the first day of September that such returns shall be wilfully delayed or refused. And if any such officer shall make a report that is manifestly vague, indefinite, or evasive, he shall be liable to a like penalty; *Provided*, Actions for the collection of any penalty in this section prescribed shall be brought within sixty days after the time herein fixed for filing such report.

SEC. 12. (Power to Call and Examine Witnesses.) The said Commissioner shall have the power, in the discharge of the duties of his office, to examine, under oath or otherwise, any officer, director, agent or employé of any such corporation; he is empowered to issue any subpoena requiring the appearance of witnesses, and the production of any books and papers, and administer oaths with like effect as is done in courts of law in this State. Any person who shall wilfully obstruct said Commissioner in the performance of his duties, or who shall wilfully neglect, or refuse, to appear in answer to any subpoena, or who shall refuse to give any information within his possession that may be required, or demanded, by said Commissioner, within the line of his duties, or who shall refuse to observe and obey any of the written orders of said Commissioner, as provided for in this act, shall be guilty of a misdemeanor, and shall be punished, on conviction thereof, by a fine of not less than twenty dollars, nor exceeding one thousand dollars, or by imprisonment in the county jail for a period of not less than ten days, nor more than three months, or by both such fine and imprisonment, in the discretion of the court.

SEC. 13. (Expenses and Salaries.) The expenses hereinbefore provided for, and salary of said Commissioner, shall be paid quarterly, from the State Treasury.

SEC. 14. (Suits.) It shall be the duty of the Governor, on the request of said Commissioner, to direct the district attorney of the proper district, or the Attorney General of the State, to institute and prosecute any and all suits and prosecutions for a violation of this act, or any law of this State, concerning railroads, or railroad corporations, except private actions.

SEC. 15. (In name of People—*Qui Tam*.) All suits and prosecutions, except private actions, for a violation of any provision of this act, shall be in the name of The People of the State of Colorado, and all moneys arising therefrom shall be paid into the State Treasury by the sheriff, or other officer, collecting the same, and there shall be allowed, as attorney's fees for prosecuting the same, to be paid out of the money so collected, ten per cent. of each such sum, respectively, but no penalty shall thereby be increased;

Provided, This act shall not be construed so as to prevent any person from prosecuting any *qui tam* action authorized by law, or from receiving such part of the amount recovered in such action as is or may be provided under any law of this State.

SEC. 16. (Complaint of County Commissioners.) It shall be the duty of the Railroad Commissioner, upon the written complaint and application of the board of county commissioners, or of twenty-five citizens of any county, setting forth therein the reasons therefor, and the relief sought, to make an examination of the rate of passenger fare, or freight tariff, charged by any railroad company, or of the condition, or operation, of any railroad between any points stated in the complaint, or request, aforesaid. Before making such examination, the said Commissioner shall give to the petitioners and to the railroad company, reasonable notice, in writing, of the time and place of the intended examination, and an opportunity to be heard, and upon such examination, it shall be the duty of said Railroad Commissioner to find and report to the petitioner and the railroad company involved, upon any matters suggested in the complaint, and shall also report upon the petition to the Governor, as provided in section ten of this act. The reasonable expenses of any such examination, to be allowed by the Commissioner, shall be paid by the county, or citizens, as the case may be, on whose behalf the examination is made, in all cases where the prayer of the petition is denied, otherwise the same shall be paid by the railroad corporation. And in case the complaint shall be made by twenty-five citizens, they shall, upon the request of the Railroad Commissioner, give security for the costs before such hearing shall be ordered.

SEC. 17. (Accidents.) Upon the occurrence of any serious accidents upon [any] railroad, which shall result in bodily harm, or loss of life, to either passenger, employé, or other person, the corporation operating the road upon which the accident occurred shall give immediate notice thereof to the Railroad Commissioner, whose duty it shall be, if he deem it necessary, to investigate the same, and to promptly report to the Governor the extent of the personal injury or loss of life, and whether the same was the result of mismanagement or neglect of the corporation that operated the

line on which the injury or loss of life occurred; *Provided*, That such report shall not be used as evidence, or referred to, in any case in any court.

SEC. 18. (Commissioner to Pass.) The Railroad Commissioner shall have the right to pass free of charge, in the performance of his duties, on all trains on all railroads in the State, and to take with him, free of charge, any employed attorneys, experts, witnesses, or other persons in his official service and actually needed by him in the discharge of his official duties.

SEC. 19. (Railroad and Corporation Defined.) In the construction of this act the phrase "railroad" shall be construed to include all railroads and railways operated by steam, except cable street railroads in cities or towns, whether the same shall be operated by the "corporation" owning such railroad, or by any other corporation or corporations, or otherwise. The phrase "railroad corporation" and "railroad company" shall be construed to mean the corporation, company, or individual, whether owner, trustee, receiver, or otherwise, that maintains or operates a railroad operated by steam power.

SEC. 20. (Style.) The style of said office shall be "The Railroad Commissioner of Colorado," and he shall be authorized to have a common seal, of which his secretary shall be the custodian; and the impression of such seal upon any instrument purporting to be the act or deed of such Commissioner, shall be *prima facie* evidence of the execution and delivery of any such instrument.

SEC. 21. (Not to Hinder Suit.) Nothing in this act shall be construed to stop or hinder any person, firm, or corporation, from bringing and maintaining suit against any railroad company or corporation, for any violation of any of the laws of this State for the government of railroads not otherwise herein provided for.

SEC. 22. (Inconsistent Acts Repealed.) All acts and parts of acts inconsistent with this act are hereby repealed.

SEC. 23. For the purpose of paying salaries and expenses authorized by this act, there is hereby appro-

priated, out of the general fund not otherwise appropriated, the sum of sixteen thousand dollars (\$16,000) for the years 1885 and 1886, or so much thereof as may be necessary.

SEC. 24. In the opinion of the General Assembly an emergency exists; therefore this act shall take effect and be in force from and after its passage.

Approved April 6, 1885.

GENERAL STATUTES, 1883, AND ACTS OF 1885.

ORGANIZATION, POWERS AND DUTIES.

333. WHAT CERTIFICATE SHALL SPECIFY.

SEC. 97. (108.) Any number of persons, not less than five, may associate under the provisions of this act, to form a company for the purpose of constructing and operating a railroad. Their certificate of incorporation shall, in addition to the matter required in the second session [section] of this act, specify as follows:

First—The places from and to which it is intended to construct the proposed railway.

Second—The time of the commencement and the period of the continuance of such proposed corporation.

Third—The names and places of residence of the several persons forming the association for incorporation.

Fourth—In what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

334. EXISTENCE NOT EXCEED FIFTY YEARS — RENEWALS.

SEC. 98. (109.) No such corporation shall be formed to continue more than fifty years, in the first instance, but such corporation may be renewed from time to time, in such manner as may be provided by law, for periods not longer than fifty years.

335. MAJORITY OF STOCK FIX INTEREST AND LOANS.

SEC. 99. (110.) At all general meetings of the stockholders, those holding a majority in the value of the stock

of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway, and its appendages, and the amount of such loans.

336. POWERS OF CORPORATIONS.

SEC. 100. (111.) Every such corporation, formed under this act, shall, in addition to the powers hereinbefore conferred, have power :

First—To lay out its road, not exceeding two hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments to take as much more land as may be necessary for the proper construction and security of the railway; and to cut down any standing trees that may be in danger of falling or obstructing the railway, making proper compensation therefor.

Second—To cross, intersect or connect its railways with any other railway.

Third—To connect at the State line with railroads of other states and territories.

Fourth—To receive and convey persons and property on its railway.

Fifth—To erect and maintain all necessary and convenient buildings, and stations, fixtures and machinery for the convenience, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

Sixth—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor.

Seventh—From time to time borrow such sums of money as may be necessary for completing, finishing [furnishing], improving or operating any such railroad, and to issue and dispose of its bonds, for any amount so borrowed, and to mortgage its corporate property and franchise to secure the payment of any debt contracted by such corporation, for the purposes aforesaid, in such manner as the shareholders representing a majority of the stock of any such corporation may direct.

337. MUST BEGIN CONSTRUCTION IN TWO YEARS—SPEND TWENTY PER CENT. IN FIVE YEARS.

SEC. 101. (113.) If any railway corporation, organized under this act, shall not, within two years after its articles of association shall be filed and recorded, as provided in the second section of this act, begin the construction of its road, and expend thereon twenty per cent. of the amount of its capital within five years after the date of its organization, its corporate existence and power shall cease.

338. MAY CONDEMN RIGHT OF WAY—OTHER PURPOSES.

SEC. 102. (114.) If any corporation formed under this act for the purpose of constructing a road, ditch, bridge, ferry, tunnel, telegraph or railroad company, shall be unable to agree with the owner for the purchase of any real estate required for the purposes of any such corporation or company, or the transaction of the business of the same, or for right of way, or any other lawful purpose, connected with, or necessary to, the operations of such company, such corporations may acquire such title in the manner provided by law.

339. MAY ENTER ON LANDS TO SURVEY—LIABILITY.

SEC. 103. (115.) Any corporation formed under the provisions of this act, for the purpose of constructing a road, ditch, tunnel, or railroad, may cause such examination and survey as may be necessary to the selection of the most advantageous route, and for such purpose, by its officers, agents, or servants, may enter upon the lands of any person or corporation, but subject to liability for all actual damages which shall be occasioned thereby.

340. FICTITIOUS STOCKS AND BONDS—VOID.

SEC. 104. (116.) No corporation shall issue stock or bonds except for labor done, services performed, or money or property actually received, and all fictitious increase of stock or indebtedness shall be void.

341. DISSOLUTION—TRUSTEES—DEBTS—RESIDUE DISTRIBUTION—LIABILITY.

SEC. 105. (117.) Upon the dissolution by expiration of its charter or otherwise of any corporation now existing or which may hereafter be formed, unless some other person

or persons be appointed by some court of competent jurisdiction, the board of directors or trustees of such corporation or the managers of the corporate affairs, by whatever name known, acting last before the time of their dissolution, and the survivors of them, shall be the trustees of the creditors and stockholders of the corporation dissolved, and shall have full power to settle the affairs of the same; to sue for and collect the debts and moneys due to the corporation, or to compound and settle any claims thereof, as they may deem best; to have, hold, reserve, sell and dispose of property, real and personal, of any such corporation dissolved; to adjust and pay all the debts of the corporation dissolved; to divide the residue of the moneys and property belonging to the corporation dissolved, after payment of debts and the necessary and reasonable expenses, among the stockholders holding stock in such corporation, in proportion to the amount paid upon stock of each stockholder. All such trustees shall be jointly and severally liable to the creditors and stockholder[s] of such corporation dissolved, to the extent of the property and effects which shall come into their hands or possession of any of them, for a proper and faithful discharge of the duties of said trust and disposal of said property and effects.

342. TITLE TO REALTY—PERSONALTY—ACTION.

SEC. 106. (118.) The title to all real and personal estate belonging to any such corporation shall, immediately upon the dissolution thereof, unless by a decree of court of competent jurisdiction, declaring such dissolution, it is otherwise ordered, pass to, and rest in such trustees, directors or managers, and an action at law may be maintained by such trustees, or directors, or the survivors of them, in their own names by the style of the trustees of such corporation dissolved naming it, for the recovery of all such property, or of any damage done to the same, or for the recovery of any debts due such corporation dissolved.

343. MAY SUE THEIR MEMBERS.

SEC. 107. (119.) All bodies corporate, by the appropriate action, may sue for, recover and receive from their respective members all arrears or other debts, dues and

other demands which are now or hereafter may be owing to them in like mode, manner and form, as they might sue for, recover and receive the same from any person who might not be one of their body, any law, usage or custom to the contrary thereof notwithstanding.

344. MAY CONVEY LANDS—MODE.

SEC. 108. (120.) It shall be lawful for any corporation to convey land by deed, sealed with the common seal of said corporation, and signed by the president or the presiding member of said corporation; and such deed when acknowledged by such officer to be the act of the corporation prescribed for other conveyances for lands, shall be recorded in the recorder's office of the county where the land lies, in like manner with other deeds.

345. SHALL NOT BE FORMED UNDER OTHER ACT.

SEC. 109. (121.) No corporation, association or society, for any purpose authorized by this act, shall be formed under any other act.

346. CHANGE OF NAME—OF BUSINESS—OF AMOUNT OF STOCK—CONSOLIDATION—PROCEEDINGS—ONLY OF SAME KIND.

SEC. 110. (122.) That whenever the Board of Directors, managers, or trustees of any corporation existing by virtue of any general law of the territory of Colorado, or the laws of this State, or any corporation hereafter organized by virtue of any law of this State, may desire to change the name, to change the place of business, to increase or decrease the capital stock, to increase or decrease the number of directors, managers or trustees, or to consolidate said corporation with any other corporation or corporations now existing, or which may hereafter be organized, they may call a special meeting of the stockholders of such corporation, for the purpose of submitting to a vote of the stockholders the question of such change of name, change of place of business, increase or decrease of number of directors, managers or trustees, increase or decrease of capital stock, or consolidation with some other corporation, as the case may be; *Provided*, That in changing the name of any corporation, under the provisions hereof, no name shall be assumed or adopted by any corporation similar to, or liable to be mistaken for, the name of any other

corporation, organized under the laws of this State, or of the laws of the territory of Colorado, and that in no case shall the capital stock be diminished to the prejudice of the creditors of such corporation, or the number of directors, managers or trustees be reduced to less than three, (except in the cases of incorporation for the purpose of construction of railroad, to not less than five,) or increased to more than thirteen; *And provided further*, That the provisions of this act, in reference to the consolidation of corporations, shall only apply to corporations of the same kind, engaged in the same general business, and carrying on their business in the same vicinity.

347. CALLING MEETING—NOTICE.

SEC. 111. (123.) Such special meeting shall be called by delivering personally, or depositing in the postoffice, at least thirty days before the time fixed for such meeting, a notice properly addressed to each stockholder, signed by the president or secretary, stating the time or object of such meeting.

348. VOTING—TWO-THIRDS STOCK.

SEC. 112. (124.) At any such meeting stockholders may vote in person or by proxy, each stockholder being entitled to one vote for each share of stock held by him; and votes representing two-thirds of all the stock of the corporation shall be necessary for the adoption of the proposed change of name or place of business, number of directors or trustees, amount of capital stock, or consolidation with some other company or companies.

349. CONSOLIDATION—PROCEEDINGS—CERTIFICATE—RECORD, ETC.—DETAILS.

SEC. 113. (125.) Any corporation, existing for any of the purposes enumerated in this act, may consolidate by uniting the properties and concerns of two or more corporations in one organization, having all the rights and privileges of this act, and amenable to all its liabilities, by complying with all the requirements herein provided, to wit: Each corporation desiring to consolidate, each with the other, may, by its trustees or directors, or by the stockholders representing a majority of the stock, call a meeting of the stockholders, as provided in section ninety-five of this

act, and vote upon the proposition of consolidation that shall be presented in writing, at such meeting, when, if by a vote of at least three-fourths ($\frac{3}{4}$) of the stock of each company severally, the proposition shall be approved, the trustees or directors shall thereupon elect their proportion of the directors, less one, that are to manage the affairs of the consolidated company, and upon the joint meeting of the directors so elected, the said directors shall elect one of the stockholders to be a director and act with them, and they jointly shall constitute a board of directors, who shall organize by electing their officers in accordance with law. They shall prepare a certificate of incorporation setting forth the facts of consolidation, together with all other matters required in original certificates of incorporation, naming therein the directors elected as herein provided, who shall serve for one year, and until their successors are elected; and the said certificate of incorporation shall be signed and acknowledged by at least three of the stockholders of each of the consolidating companies. The certificate so signed and acknowledged shall be filed for record in the office of the Secretary of State, and in each of the offices of the county recorders where the certificate of either of the companies so consolidated are on file. The trustees or directors of the consolidating companies shall, each by proper conveyance, convey to the consolidated company the property and effects of such companies, and shall deposit with the directors of the consolidated company all the transfer books, seals, books and papers of each of the companies so uniting. The directors of the consolidated corporation shall call in all the stock of each of the companies forming a part of the consolidation, cancel the same, and issue in lieu thereof the stock of the new organization in proportion of value of the old to the new, as provided in the plan of consolidation; *Provided*, No stock shall be issued in lieu of old stock except upon the presentation of the old stock or due proof of the loss or destruction of the old certificates of stock, and then only to the parties entitled thereto. When the companies have consolidated as herein provided, the stock of the companies so consolidated shall thereafter represent only its interest in the new organization, whether surrendered and exchanged or not, and shall be subject to all the liabilities of assessment and forfeiture that may pertain to the stock of the

consolidated company, and the consolidated company shall be responsible for and shall assume and pay all the just liabilities of each of the companies so consolidated; and any corporation desiring to change its name, place of business, number of directors or trustees, or amount of capital stock, shall submit the question at an annual meeting, or a special meeting called for that purpose, in accordance with the provisions of section 95 of this act. If, at any such meeting, three-fourths of all the stock of such corporation shall vote in favor of the proposed change, or changes, a certificate setting forth the fact, or facts, verified by the affidavit of the president of said corporation, and having the seal of the corporation affixed, shall be filed for record with the Secretary of State and the recorder of the county where the principal business office of said corporation is located.

350. PUBLICATION OF CHANGE OF ORGANIZATION.

SEC. 114. (126.) Such corporation, shall, upon the filing of said certificates, cause to be published in some newspaper, in or nearest the county in which their principal office is located, a notice of such changes of organization, for three successive weeks.

351. NOT AFFECT PENDING SUITS.

SEC. 115. (127.) Such change of name, place of business, increase or decrease of capital stock, increase or decrease of number of directors, managers or trustees, or consolidation of one corporation with another or with others, shall not affect suits pending in which such corporation or corporations shall be parties; nor shall such change affect causes of action, nor the rights of persons in any particular; nor shall suits brought against such corporation by its former name be abated.

352. CONSOLIDATION—NOTICE—RESTRICTION.

SEC. 116. (128.) Whenever any railroad or telegraph company shall desire to consolidate with any other railroad or telegraph corporation, by virtue of the provisions of this act, a notice, as provided by section one hundred and twenty-three (123) of this act, shall be given at least thirty days before the time fixed for such meeting, and a general notice, as provided in section one hundred and twenty-three (123) shall be published for four successive weeks, provided

that no railroad or telegraph company, or the lessees or managers thereof, shall consolidate its stock, property or franchise, with any other railroad or telegraph company or companies having under its or their control a parallel or competing line of railroad or telegraph.

353. WHAT MAY CONSOLIDATE—DOMESTIC NOT WITH FOREIGN EXCEPT—PARALLEL AND COMPETING.

SEC. 117. (1.) It shall and may be lawful for any railroad company, or corporation, organized or existing under the laws of this State, and whose line of road is made or is in process of construction to the boundary line of the State, or to any point either in or out of the State, under authority of its laws, to merge and consolidate its capital stock, franchises and property into and with the capital stock, franchises and property of any other railroad company or companies, or corporations, organized and existing under the laws of any adjoining State, or Territory, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a continuous line of railroad with each other or by means of any intervening railroad; and roads running to the bank of a river which is not bridged, shall be held to be continuous under this section; *Provided*, That nothing in this act contained shall be taken to authorize the consolidation of any company, or corporation of this State with that of any other State or Territory, unless the laws of such other State or Territory permit or authorize such consolidation; *Provided, further*, That parallel or competing lines of railroad shall not be consolidated.

354. CONDITIONS, PROVISIONS AND RESTRICTIONS UNDER WHICH MAY CONSOLIDATE.

SEC. 118. (2.) Said consolidation shall be made under the conditions, provisions, restrictions, and with the powers hereafter in this act mentioned and contained, that is to say:

1. The directors of the several corporations proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the

number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the principal place of business of the new company in each State or Territory traversed by its line of railway, and such other provisions as may be required by law to be inserted in an original certificate of incorporation, the manner of converting the capital stock of each of said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization, and the consolidation of said companies or railroads.

2. Said agreement shall be submitted to the stockholders of each of the said companies or corporations, at a meeting thereof, called separately, for the purpose of taking the same into consideration; due notice of the time and place of holding such meeting, and the object thereof, shall be given by written or printed notices, addressed to each of the persons in whose names the capital stock of said companies stands on the books thereof, and delivered to such persons respectively, or sent to them by mail, when their postoffice address is known to the company, and also by a general notice published in some newspaper in the city, town or county where such company had its principal office or place of business; and at the said meeting of stockholders, the agreement of the said directors shall be considered, and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote; and said ballots shall be cast in person or by proxy, and if a majority of all the votes of all the stockholders shall be for the adoption of said agreement, then that fact shall be certified thereon by the secretary of the respective companies, under the seal thereof; and the agreement so adopted, or a certified copy thereof, shall be filed in the office of the Secretary of State, and shall, from thence, be deemed and taken to be the agreement and act of consolidation of the said companies; and a copy of said agreement and act of consolidation, duly certified by the Secretary of State, under the seal thereof, shall be evidence of the existence of said new corporation; *Provided*, That if the mode of ratifying said agreement of consolidation in such other State or Territory shall vary from the

mode herein prescribed, then such agreement may be ratified by the railroad company or corporation of such other State or Territory in the mode prescribed by the laws thereof.

355. CONSOLIDATION DEEMED ONE CORPORATION.

SEC. 119. (3). Upon the making and perfecting the agreement and act of consolidation, as provided in the preceding sections, and filing the same or a copy with the Secretary of State as aforesaid, the several corporations, parties thereto, shall be deemed and taken to be one corporation by the name provided in said agreement and act, possessing within this State all the rights, privileges and franchises, and subject to all the restrictions, disabilities and duties of each of such corporations so consolidated.

356. PROPERTY OF EACH TRANSFERRED TO CONSOLIDATION.

SEC. 120. (4.) Upon the consummation of said act of consolidation, as aforesaid, all and singular the rights, privileges and franchises of each of said corporations, parties to the same, and all the property, real, personal and mixed, and all debts due on whatever account, as well as of stock subscriptions and other things in action, belonging to each of such corporations, shall be taken and deemed to be transferred to and vested in such new corporation without further act or deed; and all property, all rights of way, and all and every other interest shall be as effectually the property of the new corporation as they were of the former corporations, parties by said agreement; and the title to real estate, either by deed or otherwise, under the laws of this State [or] of the United States, vested in either of such corporations, shall not be deemed to revert, or be in any way impaired by reason of this act, nor shall the lien, operation or effect of any trust deed, or mortgage heretofore executed by any of the corporations so consolidating be in anywise divested, impaired or affected; and the new corporation shall have the right to execute any future trust deed or mortgage upon its property, as shall be provided in the agreement of consolidation, not inconsistent with the laws of this State, and all debts, liabilities and duties of either of said companies shall thenceforth attach to said new corporation, and be enforced against it, to the same extent as if said debts, liabilities and duties had been incurred or contracted by it.

357. OFFICES—ONE IN THIS STATE—MAY CHANGE.

SEC. 121. (5) Such new company shall as soon as convenient after such consolidation, establish such offices as may be desired, one of which shall be at some point in this State, on the line of its road; and may change the same to any other point in this State at pleasure, giving public notice thereof in some newspaper published in this State.

358. WITH FOREIGN COMPANY NOT MAKE A FOREIGN CORPORATION.

SEC. 122. (6.) If any railroad company organized under the laws of this State shall consolidate with any railroad company organized under the laws of any other state or of the United States, the same shall not therefore become a foreign corporation, but the courts of this State shall retain jurisdiction in all cases which may arise, as if said consolidation had not taken place.

359. TAXATION.

SEC. 123. (7.) That portion of the road of such consolidated company in this State and all its real estate and other property, shall be subject to like taxation and assessed in the same manner and with like effect as property of other railroad companies within this State.

360. LEASING RAILROADS—JURISDICTION.

SEC. 124. (1.) Any railroad company organized or existing under the laws of this State, or under the laws of an adjoining state or territory, may lease any part or all of a railroad constructed by another company in or without this State, if the lines of roads of such companies are continuous and connected, and not competing or parallel, upon such terms and conditions as may be agreed upon between the companies, subject always to the existing laws of this State on the subject of corporations; but such lease shall not be deemed to exclude the jurisdiction of this State over the control or regulation of such leased railroad.

361. STOCKHOLDER'S VOTE—NOTICE.

SEC. 125. (2.) No such lease shall be perfected until a meeting of the stockholders of each of the companies has been called for that purpose, on thirty days' notice to each stockholder, and in such manner as is provided for the

annual stockholders' meetings, and the holders of at least two thirds of the stock of each company, in person or by proxy, of such meeting assent thereto.

362. CLASSIFYING DIRECTORS—ONE, TWO, THREE YEARS—ELECTION.

SEC. 126. (129.) At any meeting of the stockholders of any railroad corporation heretofore or hereafter formed under the laws of the territory of Colorado, or of this State, for the election of directors, managers or trustees, the stockholders may classify the directors in three equal classes, as near as may be, one of which classes shall hold their office for one year, one for two years, and one for three years, and until their successors are respectively elected, and at all subsequent elections, in the event such classification shall be made, directors shall be elected for three years to fill the places made vacant by the class whose term of office shall expire at that time.

363. AMENDMENT OF ARTICLES — CERTIFICATE — TWO-THIRDS VOTE.

SEC. 127. (112.) It shall be competent for any railroad or telegraph company, or corporation, upon a vote in person or by proxy of two-thirds in value of its stockholders, at any meeting thereof, to alter and amend its articles of association, so as to change its termini, or so as to extend the length of the line thereof from either of its termini to such further and other point as they may determine, or for the purpose of constructing branches from its main line, and upon such vote the said company may make articles amendatory of their original articles for the purpose of extending or changing the line of its road, or for constructing branches from its main line, as aforesaid; and whenever any such company or corporation shall, by a vote of two-thirds in value of its stockholders, so determine to amend or alter their articles of association, and shall certify to such amendments or alterations, made as aforesaid, under the corporate seal of such company or corporation, attested by its president and secretary, and shall file such certificate in the office of the Secretary of State, and also in the office of the recorder of deeds in the county wherein the principal business of such company may be carried on, such amendment, amendments or alterations shall have the same force and

effect as though said amendment or alteration had been included in and made a part of and embraced in its original articles of association.

364. HOW COMPANIES MAY COME UNDER THIS ACT.

SEC. 128. (130) Any corporation, company or body politic heretofore formed or organized and existing under any special act of the legislative assembly of the territory of Colorado, or under any of the general laws thereof, may come under and avail themselves of the privileges and provisions of this act, whenever any such company, corporation, or body politic shall file in the office of the Secretary of State, and in the office of the recorder of deeds in the county or counties where such company, corporation, or body politic is doing business, a certificate in writing, signed by the president and attested by the secretary of such company, corporation or body politic, accepting the provisions of this act, and the questions of acceptance shall be adopted by a vote of two-thirds of all the stockholders of said company, corporation or body politic, expressed at a regular meeting of such company, corporation or body politic, or at a meeting held for that purpose, which certificate shall express such vote.

365. GENERAL ASSEMBLY MAY ALTER, AMEND OR REPEAL.

SEC. 129. (131.) The General Assembly may, at any time, alter, amend, or repeal this act, and shall at all times have power to prescribe such regulations and provisions as it may deem advisable, which regulations and provisions shall be binding on any and all corporations formed under the provisions of this act; *And provided further*, That this act shall not be held to revive or extend any private charter or law, heretofore granted or assessed concerning any corporation.

366. PRIOR CORPORATIONS CONFIRMED—MUST COMPLY WITH CERTAIN TERMS OF THIS ACT.

SEC. 130. (132.) The provisions of this act shall not in any manner impair the rights or lessen the liabilities of corporations now in existence and heretofore created under the laws of the Territory of Colorado; but such corporations are hereby recognized, and their incorporation confirmed; but nothing in this section shall be so construed as to relieve such corporations from hereafter complying with the pro-

visions of this act, in all matters relating to the conduct, control and management of any such corporation, or any of the affairs of such corporation.

FEE FOR CERTIFICATE OF ORGANIZATION.

AN ACT

To amend Chapter Nineteen of the General Laws of Colorado, entitled "An Act to provide for the formation of corporations."

Be it enacted by the General Assembly of the State of Colorado :

SECTION 1. That from and after the passage of this act, all corporations, either domestic or foreign, organized for pecuniary gain, under any of the provisions of chapter 19 of the General Laws of the State of Colorado, shall pay to the Secretary of State, upon the issuing of the certificate, as provided in said chapter, the sum of ten dollars; *Provided*, The par value of the capital stock shall not exceed one hundred thousand dollars; but in case the capital stock of said corporation shall be in excess of said one hundred thousand dollars, the Secretary of State shall collect the further sum of ten cents on each and every thousand dollars of such excess.

SEC. 2. All acts, or parts of acts, in conflict with any of the provisions of this act, are hereby repealed.

Approved April 10, 1885.

REORGANIZATION.

AN ACT

To amend chapter nineteen of the General Statutes, entitled "An Act to provide for the formation of corporations."

Be it enacted by the General Assembly of the State of Colorado :

SECTION 1. Whenever the railroads, telegraph lines, property and franchises of any railroad company, organized and existing under the laws of this State, shall be sold and conveyed under or by virtue of any power contained in any trust deed or mortgage, or pursuant to the judgment

or decree of any court or competent jurisdiction, it shall be lawful to organize a railroad company under the laws of this State, for the purpose of purchasing, maintaining, operating, extending or completing the railroads and telegraph lines so sold and conveyed.

SEC. 2. The railroad company so organized shall have power and authority to acquire and purchase the property and franchises so sold and conveyed, and to take, hold, exercise and enjoy all the estate, franchises, rights, powers and privileges, claim or demand in law or equity of the corporation whose property and franchises have been so sold and conveyed, and in payment of the price therefor, such railroad company may issue its capital stock and bonds, and may mortgage its property and franchises with such classification of capital stock and bonds as may be agreed upon by and between such railroad company and the parties beneficially interested, or who may have the ownership and control of such property and franchises.

Approved April 7, 1885.

ASSESSMENTS.

2847. The property of corporations or companies constructing canals, ditches, flumes, plank roads, gravel roads, turnpike roads and similar improvements, shall be assessed to the company or corporation in the respective counties in which said improvement shall be situated; and railroad property shall be assessed as follows: On the first Monday in April in each year the State Board of Equalization shall meet at the executive office, and they shall meet from day to day thereafter until the business of said board, as hereinafter provided, shall be accomplished. The duties of said board shall be to assess all the property in this State belonging to railway corporations, except lots or parcels of real estate owned by the road within each county, and improvements thereon, and except depots, machine shops, and other improved property connected with such road and located in any county which shall be taxed in the county where situate. The president, vice-president, general superintendent, auditor or other general officer of any corporation operating any railway in this State,

shall furnish said board, on or before the fifteenth day of March in each year, a statement signed and sworn to by one of such officers, showing in detail for the year ending on the thirty-first day of December preceding: *First*, The whole number of miles owned, operated or leased in the State by such corporation making the return, and the value thereof per mile, with a detailed statement of all property of every kind and the value located in each county in the State; *Second*, Also a detailed statement of the number and value thereof of engines, passenger, mail, express, baggage, freight and other cars, or property owned by such railway, and on railways which are a part of lines extending beyond the limits of this State; the return shall show the actual proportion of the amount and full cash value of the rolling stock in use on the corporation's line which is necessary for the transportation of the freight and passengers, and the operation of the railroad in this State during the year for which the return is made. The return shall also show the amount and value of property herein-after designated in this section, and such further information shall be furnished as the board may in writing require. If said officers fail to make such statement, said board shall proceed to assess the property of the corporation so failing, and shall add thirty per cent. to the value thereof as ascertained and determined by said board. The said property shall be valued at its full cash value, and assessments shall be made upon the entire railway within this State, and shall include the right of way, road bed, bridges, culverts, rolling stock, depots, station grounds, buildings and all other property, real and personal, exclusively used in the operation of such railway. In assessing said railway and its equipments, said board shall take into consideration all matters connected with said road necessary to enable them to make a just and equitable assessment of said railway property. On or before the fifteenth day of April, in each year, said board shall transmit to the county clerk of each county through which any railway may run, a statement showing the length of the main track of such railway within the county, and the assessed value per mile of the same as fixed by a *pro rata* distribution per mile of the assessed value of the whole property herein specified; said statement shall be entered on the proper record of the county. At the first

meeting of the board of county commissioners held after said statement is received by the county clerk, they shall make, and cause the same to be entered in the proper record, an order stating and declaring the length of the main track and the assessed value of such railway lying in each municipal corporation within their county through which said railway runs, as fixed by the above-named board, which shall constitute the taxable value of said property for taxable purposes; and the county clerk shall transmit a copy of said order to the city council or trustees of such municipal corporation. All such railway property shall be taxable upon said assessment by the same officers and for the same purposes as the property of individuals within such counties and municipal corporations.

AN ACT

Relating to the taxation of rolling stock, telegraph and telephone lines, and the equalization of same by the State Board of Equalization.

Be it enacted by the General Assembly of the State of Colorado :

SECTION 1. It shall be the duty of the president, auditor, general manager, or authorized agent of any corporation, owning or operating any telegraph, or telephone line in the State, to make a statement, signed and sworn to by such officer, or agent, and delivered to the State Board of Equalization on or before the first day of April of each and every year. Such statement shall show the whole number of miles of line of telegraph, or telephone wire owned and operated by the company making the statement, in the State of Colorado, during the year ending December 31, preceding such statement. Such statement shall show the full value of all property of said corporation in the State, and the full value of said property in each and every county through which said line extends.

SEC. 2. It shall be the duty of the president, auditor, general manager or authorized agent of any corporation owning or operating any cars, rolling stock, or any property whatsoever, on any line of railroad in the State of Colorado, to make a statement, signed and sworn to by such officer or agent making the statement, and deposit

same with State Board of Equalization, on or before the first day of April of each and every year. Such statement shall show the whole number of cars and the full value of all property owned or operated by said company within the State. Said statement shall show the actual proportionate value per mile that said property bears to the whole number of miles in the State over which said property is used.

SEC. 3. The State Board of Equalization shall, at its annual meeting, proceed to assess such property, as is enumerated in section one of this act, as is provided for in section thirty-six, of chapter XCIV., of the General Statutes, entitled "Revenue."

SEC. 4. (Emergency clause.) Whereas, in the opinion of this General Assembly, an emergency exists; therefore, this act shall take effect and be in force from and after its passage.

Approved, March 31, 1885.

VENDOR'S TITLE TO EQUIPMENT.

AN ACT

To secure manufacturers and owners of railroad equipment and rolling stock in making conditional sales and certain contracts for the lease thereof.

Be it enacted by the General Assembly of the State of Colorado :

SECTION 1. That in any written contract, of or for the sale of railroad equipment, or rolling stock, deliverable immediately, or subsequently, at stipulated periods, by the terms of which the purchase money, in whole or in part, is to be paid in the future, it may be agreed that the title to the property so sold, or contracted to be sold, shall not pass to, or vest in, the vendee, until the purchase money shall have been fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money, notwithstanding delivery thereof to, and possession by, the vendee, for a term not to exceed ten years in any one contract, which term shall be expressed in said contract.

SEC. 2. In any written contract for the leasing, or renting, of railroad equipment, or rolling stock, it shall be lawful to stipulate for a conditional sale thereof at the termination of such lease, and to stipulate that the rentals received may, as paid, or when paid in full, be applied and treated as purchase money, and that the title to such property shall not vest in such lessee, or vendee, until the purchase money shall have been paid in full, notwithstanding delivery to, and possession by, such lessee, or vendee.

SEC. 3. Every such contract, specified in sections one and two, shall be good, valid and effectual, both in law and equity, against all purchasers and creditors; *Provided, First*—The same shall be acknowledged by the vendee, or lessee, before some officer authorized by law to take acknowledgment of deeds. *Second*—Such instrument shall be recorded, or a copy thereof filed, in the office of the Secretary of State, and in the office of the recorder of each of the counties in which the said railroad may be operated in this State. *Third*—Each locomotive engine, or car, so sold, or contracted to be sold, or leased, as aforesaid, shall have the name of the vendor, or lessor, or the assignee of such vendor, or lessor, plainly placed, or marked on each side thereof, or be otherwise marked so as to indicate the ownership thereof, or that the same is covered by such special contract.

SEC. 4. This act shall not be held to invalidate any contract heretofore made, of the character described in the first or second sections.

SEC. 5. The acknowledgments of such contracts may be made in the form required as to conveyance of real estate.

SEC. 6. That all acts, or parts of acts, in conflict with this act, are hereby repealed.

SEC. 7. That, in the opinion of this General Assembly, an emergency exists; and, therefore, this act shall take effect and be in force from and after its passage.

Approved March 31, 1885.

EMINENT DOMAIN.

AN ACT

To amend an act entitled, "An act to provide for the exercise of the right of eminent domain."

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Section two of an act entitled, "An act to provide for the exercise of the right of eminent domain," approved February 12, 1877, is hereby amended so as to read as follows: "SEC. 2." That in all cases where the right to take private property for public or private use without the owner's consent, or the right to construct or maintain any railroad, public road, toll road, ditch, bridge, ferry, telegraph, flume, or other public or private work or improvement, or which may damage property not actually taken, has been heretofore, or shall hereafter be conferred by general laws or special charter, upon any corporate or municipal authority, public body, officer or agent, person or persons, commissioner or corporation, and the compensation to be paid for in respect of the property sought to be appropriated or damaged for the purposes above mentioned, cannot be agreed upon by the parties interested; or in case the owner of the property is incapable of consenting, or his name or residence is unknown, or he is non-resident of the State, it shall be lawful for the party authorized, to take or damage the property so required, or to construct, operate and maintain any railroad, public road, toll road, ditch, bridge, ferry, telegraph, flume, or other public or private work or improvement, to apply to the judge of the district or county court, either in term time or vacation, where the said property or any part thereof is situate, by filing with the clerk a petition, setting forth by reference his or their authority in the premises; the purpose for which said property is sought to be taken or damaged; a description of the property; the names of all persons interested therein as owners or otherwise, as appearing of record, if known, or if not known, stating that fact and praying such judge to cause the compensation to be paid to the owner to be assessed; if the proceedings seek to effect the property of persons under guardianship, the guardians or conservators of persons having conservators, shall be made parties defendant, and if of married women,

their husbands shall also be made parties; persons interested, whose names are unknown, may be made parties defendant by the description of the unknown owners; but in all such cases an affidavit shall be filed by or on behalf of the petitioner, setting forth that the names of such persons are unknown. In cases where the property is sought to be taken or damaged by the State for the purpose of establishing, operating or maintaining any State house, or charitable or other State institution or improvement, the petition shall be signed by the Governor, or such other person as he shall direct, or as shall be provided by law. Under the provisions of this act, private property may be taken for private use, for private ways of necessity, for reservoirs, drains, flumes or ditches, on or across the lands of others for agricultural, mining, milling, domestic or sanitary purposes. The amendment of said act shall not be construed to affect any right, either as to remedy or otherwise, nor to abate any suit or action or proceeding existing, instituted or pending under the act so hereby amended.

Approved April 7, 1885.

POWERS OF CITIES AND TOWNS.

SEC. 3,312. The city council and board of trustees in towns, shall have the following powers:

To regulate the speed of * * * * cars and locomotives within the limits of the corporation; to license, regulate and control the laying of railroad tracks, to provide for and change the location, grade and crossing of any railroad, and to control, regulate and prohibit the use of steam engines and locomotives propelled by steam power within the corporate limits; to require railroad companies to fence their respective railroads, or any portion of the same, and to construct cattle guards at crossings of streets and public roads, and keep the same in repair within the limits of the corporation; to require railroad companies to keep flagmen at railroad crossings of streets, and provide protection against injury to persons and property in the use of such railroads; to compel such railroads to raise or lower their railroad tracks to conform to any grade which may at any time be established by such city or town, and when such

tracks run lengthwise of any street, alley or highway, to keep their tracks on a level with the street surface, and so that such tracks may be crossed at any place on such street, alley or highway; to compel and require railroad companies to make and keep open, and keep in repair, ditches, drains, sewers and culverts along and under their railroad tracks, so that filthy or stagnant pools of water cannot stand on their grounds or right of way, and so that the natural drainage of adjacent property shall not be impeded.

AN ACT

To amend an Act entitled "An Act to provide for the formation of corporations," approved March 14, 1877, being chapter nineteen (xix.) of the General Laws.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. That section twenty-nine (29) of said act, being section two hundred and nineteen (219) of the General Laws be, and the same is hereby amended to read as follows: SEC. 29. Nothing in this act contained shall be construed to allow the construction of any street or other railroad, or other structure or sub-structure, for any purpose on, below or elevated above the surface of the ground of any street or alley within the limits of any such city or town, by any corporation, person or persons whomsoever, without the consent of the local authorities of such city or town; but no such consent, however enacted or expressed, on any consideration whatever shall operate to relieve or protect any person, persons, or corporation or corporations constructing any such street or other railroad, or structure or sub-structure, as aforesaid, against any claim for damages to private property, which otherwise, without such consent, might be lawfully maintained against such person or persons, corporation or corporations.

Approved March 25, 1885.

SERVICE OF PROCESS IN COURTS OF RECORD.

SEC. 40. (37.) * * * * If the suit be brought against a corporation, service shall be made by delivering a copy of the summons to the president, or other head of

the corporation, or to the secretary, cashier, treasurer, or general agent thereof; but if no such officer of the corporation can be found in the county, service may be had on any stockholder of such corporation. If the suit be against a foreign corporation, or a non-resident joint stock company or association, doing business within this State, service shall be made by delivering a copy of the writ to an agent, cashier or secretary thereof; in the absence of such agent, cashier, treasurer or secretary, to any stockholder. * * *

SERVICE OF PROCESS IN JUSTICE'S COURTS.

SEC. 1,936. * * * * In case the defendant is a corporation, by reading the same and delivering a copy thereof [summons] to some officer, agent or clerk of such corporation. * * * *

VERIFICATION OF PLEADING BY.

SEC. 66. (2.) * * * * When a corporation is a party, the verification may be made by any officer, stockholder, agent, superintendent, or attorney thereof, and shall state that the facts stated in the pleadings are true, to the best knowledge and belief of such affiant. * * * *

LIABILITY TO GARNISHMENT.

SEC. 104. (11.) Upon receiving information in writing from the plaintiff or his attorney, that any person has in his possession, or under his control, any credits or other personal property belonging to the defendant, or is owing any debt to the defendant, the sheriff shall serve upon such person a notice that such credits or other property or debts as the case may be, are attached in pursuance of the writ of attachment issued in said cause, and every municipal or other corporation, or *quasi* corporation, sheriff, or other public officer or trustee shall be liable to garnishment under the provisions of this chapter.

LEVY AND SALE OF STOCK UNDER EXECUTION.

1877. RIGHTS AND SHARES OF STOCK LEVIED ON.

That rights and shares of stock in any corporated company owned or held by any defendant in execution, or by

any person in trust for or to the use of any defendant in execution, may be levied upon under any execution or writ of attachment, and may be sold under any execution, in the manner hereinafter provided.

1878. SHARES OF STOCK—DUTY OF PRESIDENT, ETC., TO CERTIFY.

When any execution or writ of attachment shall be issued against any person being the owner of any shares or stock in any incorporated company, or for whom or to whose use any shares or stock in any incorporated company are held by any person other than such defendant, it shall be the duty of the president, cashier, secretary or chief clerk of such incorporated company, upon the request of the officer having such execution or writ of attachment, to furnish him a certificate under his hand, stating the number of rights or shares which the defendant holds, or which are held in trust for such defendant, or to his use, in the stock of such incorporated company.

1879. LEVYING ON SHARES BY COPY OF WRIT LEFT WITH COMPANY OFFICERS.

Any officer, upon obtaining information in the manner provided in the last section, or otherwise, that a defendant in any execution or writ of attachment held by him, owns or hold any rights or shares in the stock of any incorporated company, or that such rights or shares are owned or held by any other person in trust for, or to the use of such defendant, may make a levy of such execution or writ of attachment on such rights or shares, by leaving a true copy of such writ with the president, secretary, cashier or chief clerk of such incorporated company; and if there be no such officer, then with some other officer of such incorporated company, with a certificate of the officer making the levy, setting forth that he levies upon and takes in execution or attachment such rights or shares, to satisfy such execution or attachment.

1880. SHARES ATTACHED HELD SUBJECT TO JUDGMENT.

Rights or shares in the stock of any incorporated company levied upon by virtue of any writ of attachment, shall be held subject to the judgment rendered in the action in which such writ is issued, and whenever any execution shall

be levied upon any such rights or shares, the same shall be sold in like manner as personal property is, by existing law, provided to be sold.

1881. CERTIFICATE OF SALE OF STOCK—COPY LEFT WITH COMPANY OFFICERS.

It shall be the duty of every officer who shall sell any rights or shares of stock in any incorporated company, under an execution, to execute to the purchaser thereof a certificate in writing, reciting the sale and payment of the consideration, and conveying to the purchaser such rights and shares; and such officer shall also leave with the president, secretary, cashier or chief clerk, or if there be none, with any officer of such incorporated company, a true copy of such certificate; and thereupon it shall be the duty of the officer, clerk, or other person having charge of the books of such incorporated company, to make such entries in the books of such company as may be necessary to vest the legal and equitable title to such rights or shares of stock in the purchaser of the same.

1882. PURCHASER OF SHARES. LEGAL OWNER—RIGHTS.

Every purchaser of rights or shares of stock in any incorporated company, at any sale thereof made by any officer, upon receiving a certificate of the sale thereof as provided in the last section, shall be deemed and held to be the legal and equitable owner of such rights or shares of stock, and he shall be and become entitled to all dividends thereon, and to the same rights and privileges as a member of such incorporated company as the defendant in execution was theretofore entitled to, notwithstanding such rights and shares of stock may not have been transferred upon the books of such company.

LIEN OF COMMON CARRIER.

2119. COMMON CARRIER OF FREIGHT AND PASSENGERS ON GOODS AND BAGGAGE.

Every common carrier of goods or passengers who shall, at the request of the owner of any personal goods, carry, convey or transport the same from one place to another; and any warehouseman or other person who shall safely keep

or store any personal property at the request of the owner or person lawfully in possession thereof, shall in like manner have a lien upon all such personal property for his reasonable charges for the transportation, storage or keeping thereof, and for all reasonable and proper advances made thereon by him, in accordance with the usage and custom of common carriers and warehousemen.

[NOTE—Liens upon railroads for work done and materials furnished in construction, extension, enlargement, alteration or repair, is given by the General Statutes of 1883, §§ 2131 to 2162 inclusive.]

KILLING STOCK.

2804. RAILROAD COMPANY LIABLE FOR STOCK KILLED.

That every railroad or railway corporation or company operating any line of railroad or railway or any branch thereof, within the limits of this State, which shall damage or kill any horse, mare, gelding, filly, jack, jenny or mule, or any cow, heifer, bull, ox, steer or calf, or any other domestic animal, by running any engine or engines, car or cars, over or against any such animal, shall be liable to the owner of such animal for the damages sustained by such owner by reason thereof.

AN ACT

To amend Section 14, Chapter XCIII., of the General Statutes of the State of Colorado, entitled "Railroads."

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. That section 14, of chapter XCIII., of the General Statutes of the State of Colorado, entitled "Railroads," division V. thereof, entitled "Killing Stock," is hereby amended so as to read as follows: SEC. 14. If the owner of any animal or animals so killed, or his or her authorized agent, shall make affidavit before some officer authorized to administer oaths, that he or she was the owner, or authorized agent of the owner, of the recorded brand found upon the animal or animals so killed or damaged, at the time of such killing or damaging, and such persons shall, within six months after such killing or damaging,

deliver such affidavit to the agent, or any officer, of such company or corporation, together with a certificate of his or her mark or brand, under official seal of any officer authorized by law to record such mark or brands, or shall make affidavit that the animal killed or damaged, as aforesaid, had no recorded mark or brand, and that he or she is the owner of such animal, describing it, and the corporation or company shall pay to such person delivering such affidavit and certificate, or such affidavit last aforesaid, as follows:

SCHEDULE.

For American sheep, each, two dollars and fifty cents (\$2.50).

For Mexican sheep and goats, one dollar and fifty cents (\$1.50).

For Texas cattle, yearlings, twelve dollars (\$12.00).

For Texas cattle, two years old, seventeen dollars (\$17.00).

For Texas cattle, three years old, steers and cows, twenty dollars (\$20.00).

For Texas cattle, four years old steers or over, twenty-five dollars (\$25.00).

For American yearlings, fifteen dollars (\$15.00).

For American, two years old, twenty dollars (\$20.00).

For American, three years old, steers and cows of all ages, twenty-eight dollars (\$28.00).

For American, four years old steers and over, thirty-four dollars (\$34.00).

For calves, ten dollars (\$10.00).

The above price, when paid, shall be payment in full; all Texas and Mexican cattle shall be considered as Texas cattle, and half-bloods shall be classed as American cattle; thoroughbred cattle, milch cows, high-grade American cattle and grade bulls shall be paid for at their cash value; thoroughbred sheep shall be paid for at their cash value; horses, mules and asses shall be paid for at their cash value; *Provided*, That no railroad company shall at any time be required to pay more than the market value of any animal killed or damaged, except as hereinafter provided. In all cases where such railroad company or corporation shall kill any of the stock mentioned in this act, and for which no price or sum is fixed, the owner or agent of such stock shall, after the filing, as aforesaid, of an affidavit and certifi-

cate of brand, or affidavit of ownership, which affidavit shall contain a statement of class, grade and value of such animal or animals, select some disinterested freeholder of the county where such killing took place, and shall notify such company or corporation of said selection, and such company or corporation shall, within three days thereafter, select some suitable person to act with person so selected, and the two so selected shall select a third, and the three so selected shall, without delay, proceed to appraise the value of the stock so killed or damaged, a majority of which three appraisers shall be sufficient to determine the same, and shall certify, under oath, such appraisement to an agent or superintendent of such company or corporation. In case such railroad or corporation shall refuse or neglect to appoint such appraiser, it shall be the duty of the justice of the peace nearest to the place where such stock was so killed or damaged, to select three disinterested persons as appraisers, and administer to them an oath to honestly appraise the value of such stock, which appraisers shall, without delay, appraise and forward to such justice the result of such appraisement, which justice shall, within ten days thereafter, forward to an agent or superintendent of such railroad or corporation, a certificate of the result of such appraisement and the costs thereof; and such railroad or corporation shall, within thirty days after the receipt of such certificate, pay to the owner of the stock so killed or damaged, or to his or her authorized agent, the amount of such appraisement, together with all the costs, as aforesaid; and in all cases where the value of such stock is established by this act, such company or corporation shall pay for such stock within thirty days after the delivery of the affidavit and certificate of ownership of brand, or affidavit of ownership of said stock, and if any such company shall so fail to pay for such stock within thirty days after the delivery of such affidavit and certificate, such company shall be liable for double the value the appraised or schedule value of any such animal or animals, together with reasonable attorney's fees, to be allowed by the court; and all persons selected or appointed under this section shall receive the sum of one dollar, to be paid by said railroad company or corporation, as hereinbefore provided; *Provided*, That any railroad company having fenced its line of road, or any part thereof, or who may hereafter fence its road, or any part thereof, with

a good and lawful fence, and put in good and sufficient cattle guards, and have put in gateways upon and across their said railroad, at the request of persons holding or owning land adjacent to said railroad, for the private use and accommodation of said adjacent owners or holders of land; said railroad company shall not be held liable for the killing or injury of any stock getting through said gateways, belonging to said party at whose request and for whose accommodation said gateway was made, unless such killing or injury was occasioned by the fault or negligence of said railroad company or its employes.

SEC. 2. All acts or parts of acts inconsistent with this act are hereby repealed.

SEC. 3. Inasmuch as the public interest requires that this act should take effect at once, an emergency exists, requiring this act to take effect immediately; therefore, this act shall take effect and be in force from and after its passage.

Approved March 31, 1885.

AN ACT

To amend section 15, of chapter XCIII., of the General Statutes, State of Colorado, division five thereof, entitled "Killing Stock."

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Section 15, of chapter XCIII., of the General Statutes, State of Colorado, division five thereof, is hereby amended so as to read as follows: SEC. 15. Every railroad company shall keep a book at the county seat of each county through which their road runs; *Provided*, That said road runs, or passes, through the county seat. If such railroad does not pass through the county seat, then such book shall be kept at the principal town in the county through which it passes; and it is hereby made the duty of the said company to cause to be entered in said book, within fifteen days after the killing of any animal, a description, as nearly as may be, of such animal, its color, age, marks and brands, and shall keep said book subject to the inspection of persons claiming to have had animals

killed. Should any company fail to keep said book, or to file such notice in the manner herein provided, or to enter therein such description of any animal killed, for a period of fifteen days thereafter, such company shall be liable to the owner of such animal to an amount twice the full value thereof.

Approved March 31, 1885.

2806. UNMARKED STOCK.

Any animal injured or killed not having any mark or brands upon it, or having marks or brands unknown to such company, by the trains of any railroad company, said company shall, within thirty days next after such injury or killing, pay the value thereof according to the schedule of prices as now fixed by law, unto the treasurer of the district association of cattle growers within the district where such animal is thus injured or killed; *Provided*, The ownership thereof shall not be established before the expiration of said thirty days; *And provided further*, That if there shall be no such association, then said money shall be paid into the treasury of the proper county to the credit of the school fund of the county.

2807. PAYMENT TO DISTRICT ASSOCIATION BAR TO SUIT.

It shall be the duty of the treasurer of such district association to receive such money, and to receipt to such company thereof [therefor], and such receipt shall be a bar to any action that may be brought against such company on account of such injury or killing; and it shall be the further duty of such treasurer to retain such money for six months, within which time he shall pay the same to the owner of such animal, in case the owner thereof shall be discovered; but in case the owner thereof shall not be discovered, then and in that case, at the expiration of said six months, such money shall be deposited by such treasurer to the credit of the general fund of such district association.

2808. OWNER DRIVING STOCK ON TRACK—LIABILITY—PASTURING.

If the owner of any stock shall drive any stock on the line of the track of any such company or corporation, with intent to injure such company or corporation, and such

stock shall be killed or injured, such owner shall not receive any damage from such railroad company or corporation therefor, and shall be liable to such company or corporation for all damage such company or corporation may suffer in consequence of such act, and shall also be criminally guilty of a felony, and liable for indictment therefor, and on conviction shall be imprisoned in the penitentiary not less than one or more than five years; but nothing herein shall be construed to prevent any person from allowing his or her stock to pasture on the lands adjacent to the line of such railroads, or to drive his stock over or across any such track at suitable times and places.

2809. CARCASS—HOW DISPOSED OF—HIDE TO BE KEPT—PENALTY FOR VIOLATION:

In every case of the wounding or killing of any such cattle or sheep, the price of the damages for which is fixed by this act, the body of such animal shall belong to such company unless the owner thereof shall elect to take the same in lieu of said damages or part thereof within twenty-four hours after said wounding or killing; but in every other case the railway or railroad company may proceed to take care of and preserve the body of said animal, and it shall be the duty of such company to preserve the hide of such animal for at least thirty (30) days after such killing, such hide or hides to be kept for thirty (30) days for inspection by said railroad company or corporation at the station house nearest to the place where such killing occurred. If any agent or employé of such company shall bury any animal killed or wounded by such company without skinning the same, or shall neglect to keep for thirty (30) days for inspection any hide so taken off as herein provided, such agent or employé or such company shall be fined in any sum not less than one hundred or more than three hundred dollars for each and every animal, to be collected in the name of the people of the State of Colorado before any court of competent jurisdiction, one-half of the amount so received to go to the county treasury of the county wherein the recovery is had, and the other half to the person at whose instance the suit was brought.

2810. FALSE AFFIDAVIT—PENALTY.

Any person falsely making an affidavit of ownership of any animal killed or damaged shall, on conviction thereof,

be liable to a fine of not less than five hundred dollars and imprisonment in the penitentiary for not less than one year.

CROSSINGS.

2792. TRAINS MUST STOP—SPEED ALLOWED.

In all cases where two railroads shall cross each other, every train on approaching such crossing shall come to a full stop immediately before it reaches such crossing, and shall cross such track at a speed not exceeding four miles per hour.

2793. VIOLATING SECTION ONE—PENALTY.

Any and every engineer, conductor or other person, having charge of and running any locomotive or train on any such railroad, who shall violate section one of this act, shall be deemed guilty of a misdemeanor, and on conviction shall be fined in a sum not less than fifty nor more than two hundred dollars for each offense.

2794. ALL ROADS MAY CROSS—PLACE—DAMAGES.

Whenever any railroad company in this State shall have constructed its track, and it shall be necessary for any other company to cross the same with its track, it shall be lawful for such company to do so at any suitable place, so as not to obstruct such track already constructed, and if the parties cannot agree as to the right of way and damages for such crossing, the company desiring to cross may proceed to secure the right of way for such crossing only by condemnation in the same manner as provided in other cases.

RE-LOCATION OF RIGHT OF WAY.

2795. RIGHT OF WAY FOR CHANGED LINE—OLD LINE REVERTS ON TENDER.

That any railroad company having located its line of road, whether the same is completed or not, may make a new location of its line, and may acquire the right of way

for such new line, in the same manner as is now provided for acquiring the right of way by the statutes of Colorado. *Provided*, That in acquiring said new right of way, the previous right of way shall revert to the owner or owners of the land through which said previous right of way was granted, on the payment or tendering payment to the railroad company the amount assessed by the board of appraisers and paid by said railroad company for said previous right of way.

FIRE GUARDS.

2798. FIRE GUARD BY PLOWING—EXCEPTION—COUNTY COMMISSIONERS', CERTIFICATE—PROVISOS.

That every railroad corporation operating its lines of road or any part thereof within this State shall, between the fifteenth day of July and the first day of November, of each and every year, upon each side of its line of road, plough as a fireguard a continuous strip of not less than six feet in width, which said strip of land shall run parallel with said line of railroad, and be ploughed in such a good and workmanlike manner as to effectually destroy and cover up the vegetation thereon and be sufficient to prevent the spread of fire, and in addition thereto all such railroad corporations shall cause to be burned, between the dates last aforesaid, all the grass and vegetation lying between the said ploughed strips and the track of said road; and the outer line of said strip of ploughed land shall be upon the outer line of such corporation's right of way, or if upon land owned by said corporation, one hundred feet on either side from the center of the road; *Provided*, That such fireguard so to be ploughed need not be constructed within the limits of any town or city, nor along the line of a railroad running through the mountains, or on other lands where ploughing would be impracticable; but that the provisions herein respecting the burning of a strip on each side shall be duly conformed with whenever any vegetation is found along such line of road; *Provided*, That the board of county commissioners of the various counties of the State shall prescribe for their respective counties where the ploughing of such fireguard and burning shall be done.

2797. PENALTY FOR NON-COMPLIANCE—SCHOOL FUND.

Any railroad company failing to comply with the provisions of section one of this act shall be liable to pay a penalty of two hundred dollars for each and every mile or fractional part thereof of such strip of land as it neglects to plough on either side of the line of its road in this State, in each and every year as aforesaid, the same to be collected in an action of debt in any court of complaint [competent] jurisdiction, in the name of the people of the State of Colorado, and when collected it shall be paid into the school fund of the county wherein the cause of action accrued: *And provided*, That the said action shall be brought within three years next after it accrues.

DAMAGE BY FIRE.

2798. DAMAGE BY FIRE—LIABILITY.

That every railroad corporation operating its line of road or any part thereof in this State, shall be liable for all damages by fire that is set out or caused by operating any such line of road or any part thereof, and such damages may be recovered by the party damaged by the proper action in any court of competent jurisdiction: *Provided*, The said action be brought by the party injured within three years next after the said damages shall have been inflicted or caused.

TRANSPORTATION OF NITRO-GLYCERINE.

2798. SHALL NOT BE CARRIED ON PASSENGER TRAINS.

It shall not be lawful to transport, carry or convey, or deliver to be transported, carried or conveyed, or to cause to be delivered to be transported, carried or conveyed, any of the substances or articles known as dynamite, nitro-glycerine, or glycerine oil, nitro-leum or blasting oil, or nitrated oil, or powder mixed with any such oil, or fiber saturated with any such article or substance, in any vehicle used or employed in transporting passengers, or in any train

of cars used in transporting passengers; *Provided*, That an ordinary freight train, with a caboose or passenger car used as a caboose, shall not be construed as a train of cars used in transporting passengers, within the meaning of this act.

2789. HOW EXPLOSIVES SHALL BE PACKED.

It shall not be lawful to ship, send, or forward nitro-glycerine, glycerine oil, nitrated oil, nitroleum, or blasting oil, or to transport any of the same upon any vehicle of any description, or to deliver the same to be transported, carried, or conveyed, unless the same shall be securely enclosed, deposited or packed in a metallic vessel, surrounded by plaster of Paris or other material that will be non-explosive when saturated with such oil and substance, and separate from all other substances, and the outside of the package containing the same be marked or labeled in a conspicuous manner with the words, "nitro-glycerine—dangerous."

2790. VIOLATION OF ACT—MISDEMEANOR—PENALTY.

If any person or persons shall knowingly violate any of the provisions of the preceding sections, they shall be deemed guilty of a misdemeanor and punished by a fine of not more than five thousand dollars, or by imprisonment in the penitentiary not exceeding two years, or both.

2791. DEATH CAUSED BY NEGLIGENCE—MANSLAUGHTER.

When the death of any person is caused by the explosion of any of the articles or substances named in the first section of this act, while the same is being delivered to any carrier, or while the same is being transported, or is being removed from the vehicle on which it has been transported or conveyed, or on which it has been placed for transportation, every person who knowingly and unlawfully placed, or aided, or permitted the placing of such article or substance on such vehicle, or delivered the same, or caused the same to be delivered, contrary to the provisions of this act, shall be deemed guilty of manslaughter, and shall suffer imprisonment in the penitentiary for a period of not less than two years and not more than ten years.

OVERCHARGES.

2799. RAILROAD COMPANY SHALL KEEP AGENT TO SETTLE CLAIMS—FAILURE—PENALTY.

Every railroad corporation, or the lessee or receiver thereof, or other person operating the same, doing business in this State, shall, within three months after the passage of this act, have and keep an agent or other person residing and having his office in the principal city or town along its line, within the State, whose duty it shall be, and who shall be fully authorized by such railroad company to adjust and settle all claims for overcharge collected within this State, and for all loss or damage; and any railroad corporation, lessee or receiver, or other person, so doing business in this State, which shall fail to have and keep such agent or representative, within such city or town as aforesaid, shall be subject to a penalty of three thousand dollars (\$3,000) for each and every month during which said company, lessee, receiver or person shall fail to have and keep said agent, which said penalty shall be recovered by the Attorney General for the use of the State, in an action commenced for that purpose in any court of competent jurisdiction of this State.

2800. OVERCHARGES—HOW RECOVERED—DAMAGES—PROVISO.

All overcharges made by any such railroad corporation, the lessee or receiver thereof, or other person operating the same, and all claims for loss or damage as aforesaid, shall be paid by the representative of such railroad corporation, or the lessee or receiver thereof, or other person operating the same, appointed as aforesaid, within sixty (60) days after the same shall have been duly presented to such representative or agent for settlement, accompanied by the expense bill of the freight on which such overcharge has been made or loss or damage suffered, together with a statement, properly verified, of the amount of such overcharge, loss or damage; and if any such railroad corporation, or the lessee or the receiver thereof, or other person operating the same, shall fail to refund the amount of such overcharge, loss or damage, within the time aforesaid, the person or corporation so suffering the same may recover from the railroad company, or the lessee or the receiver thereof,

or other person operating the same, so in default, the sum of one hundred dollars (\$100) for each month and fraction of a month during which said company, or the lessee or the receiver thereof, or other person operating the same, shall so be in default, which said sum may be recovered by the parties so aggrieved, or their assignees, in any court of competent jurisdiction; and in any suit brought under this section, service upon such agent or representative of said railroad company, or the lessee or receiver thereof, or other person operating the same, shall be deemed and held proper service upon such railroad company, or the lessee or the receiver thereof, or other person operating the same: *Provided*, The claimant shall not recover such penalty unless he recovers a larger amount in a court than the sum tendered him by such railroad corporation, agent, representative, lessee or receiver, or other person.

EXPRESS BUSINESS.

2801. MAY CARRY ON EXPRESS BUSINESS—AGENCIES AT EVERY STATION.

Every railroad corporation created or existing under the laws of this State shall have the right to transact the express business over its line of railway and along its route, and the right to assume the custody and control over all express matter and freight which shall be carried by it over its lines of railway upon its passenger trains; and that if any such railroad corporation shall exercise the right herein conferred, it shall establish and maintain an agency at every station at which it stops its passenger trains along and upon the line of its railroad for the purpose of their receiving and delivering such express freight there shipped or consigned and for the transaction of such express business.

2802. MAY TRANSFER—CONTRACT.

It shall be in the option of the said company to enter into any contract with any company, corporation or association of persons which is or may be engaged in the transaction of the express business to allow such other corporation, company or association of persons the rights, privileges and facilities for the transaction of express business upon the cars which the said railroad corporation shall op-

erate or own its said line of railway within this State, but no such railroad corporation shall enter into any such contract or agreement unless the same shall provide that such other company, corporation or association shall keep and maintain an agency at every station upon the line of said railroad within this State for the shipping and delivery of such express freight and matter, and the transaction of its usual express business, at such place, and any express company, corporation or association doing business in this State shall be subject to such laws as shall be enacted regulating rates of transportation of property by it.

2803. EXPRESS RATES NOT EXCEED DOUBLE FREIGHT.

No railroad corporation transacting its own express business as aforesaid, nor any other company, corporation or association of persons which may transact the express business over such line of railway, shall charge, demand or receive from any shipper more than double first-class freight rates as they now exist, for the transportation of any such express freight or matter upon the line of its railroad or passenger trains, and all individuals, associations and corporations shall have equal rights to have their express freight and matter transported over such railroad in this State.

DAMAGES TO PERSONS.

1030. DEATH FROM NEGLIGENCE, UNSKILLFULNESS—CRIMINAL INTENT—DEFECT IN PUBLIC CONVEYANCE, WHO RESPONSIBLE—WHO MAY RECOVER.

Whenever any person shall die from any injury resulting from or occasioned by the negligence, unskillfulness or criminal intent of any officer, agent, servant or employé, whilst running, conducting or managing any locomotive, car or train of cars, or of any driver of any coach or other public conveyance whilst in charge of the same as a driver, and when any passenger shall die from any injury resulting from or occasioned by any defect or insufficiency in any railroad or any part thereof, or in any locomotive or car, or in any stage coach, or other public conveyance, the corporation, individual or individuals in whose employ any such officer, agent, servant, employé, master, pilot, engineer

or driver shall be at the time such injury is committed, or who owns any such such railroad, locomotive, car, stage coach or other public conveyance at the time any such injury is received, and resulting from or occasioned by defect or insufficiency above described, shall forfeit and pay for every person and passenger so injured the sum of not exceeding five thousand (5,000) dollars, and not less than three thousand (3,000) dollars, which may be sued for and recovered:

First—By the husband or wife of deceased, or

Second—If there be no husband or wife, or he or she fails to sue within one year after such death, then by the heir or heirs of the deceased, or

Third—If such deceased be a minor or unmarried, then by the father or mother, who may join in the suit, and each shall have an equal interest in the judgment; or if either of them be dead, then by the survivor. In suits instituted under this section it shall be competent for the defendant for his defense, to show that the defect or insufficiency named in this section was not a negligent defect or insufficiency:

1031. ACTION NOTWITHSTANDING DEATH.

Whenever the death of a person shall be caused by a wrongful act, neglect or default of another, and the act, neglect or default is such as would (if death had not ensued) have entitled the party injured to maintain an action and recover damages in respect thereof, then, and in every such case, the person who, or the corporation which would have been liable, if death had not ensued, shall be liable to an action for damages notwithstanding the death of the party injured.

1032. DAMAGES NOT TO EXCEED \$5,000.

All damages accruing under the last preceding section shall be sued for and recovered by the same parties and in the same manner as provided in the first section of this act, and in every such action the jury may give such damages as they may deem fair and just, not exceeding five thousand (5,000) [dollars,] with reference to the necessary injury resulting from such death, to the surviving parties, who may be

entitled to sue; and also having regard to the mitigating or aggravating circumstances attending any such wrongful act, neglect or default.

1033. LIMITATION TWO YEARS.

All actions provided for by this act shall be brought within two years from the commission of the alleged negligence resulting in the death for which suit is brought.

MALICIOUS INJURY TO RAILROADS.

315. DAMAGING ROAD, DITCH, FLUME—PENALTY.

Any person who shall wilfully or maliciously damage or interfere with any road, ditch, flume, bridge, ferry, railroad or telegraph line, or any of the fixtures, tools, implements, appurtenances or any property of any company which may be organized under the provisions of this act, upon conviction thereof before any court or competent jurisdiction in the county where the offense shall have been committed, shall be deemed guilty of a misdemeanor, and shall be punished by fine or imprisonment, or both, at the discretion of the Court, said imprisonment not to exceed one year, and said fine not to exceed five hundred dollars, which fine shall be paid into the county treasury for the use of the common schools, and said offender shall also pay all damages that any such corporation may sustain, together with costs of suit.

AN ACT

To amend section two hundred and fifteen (215), of chapter twenty-five (25), of the General Statutes of the State of Colorado, being Section 182, of Chapter 24, of the General Laws, entitled "Criminal Code."

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. That section two hundred and fifteen (215), of chapter twenty five (25), of the General Statutes of the State of Colorado, shall be amended to read as follows: **SEC. 215.** If any person shall unlawfully, wantonly, willfully or maliciously cut down, break down, level, demol-

ish, or otherwise destroy or damage any bridge, embankment, mill-dam or ditch, being the property of another; or break or destroy the windows or doors of any dwelling house, or other house, belonging to, or occupied by, another; or shall set fire to or burn, or destroy, or procure or cause to be burned or destroyed, any barrack, cock, crib, rick or stack of hay, corn, wheat, oats, barley or other grain of any kind, being the property of another; or shall cut down, girdle or destroy any fruit tree, or shade tree, standing or growing upon the premises of another; or shall cut, pull down, or destroy any gate post, railing or fence; or shall pull down, burn or destroy any pile or piles of wood, boards or planks, or other lumber, being the property of another; or shall, for malice or mischief, overturn any cart, wagon or other carriage, or run them into sloughs, holes or other places; or shall cut loose or set adrift any canoe, ferry, flat, skiff, boat or other vessel for mischief; or shall unlawfully, wantonly, willfully, maliciously kill, wound, disfigure or destroy any horse, mare, filly, colt, gelding or burro, or any bull, ox, steer, bullock, cow, heifer or calf, or any sheep or lamb, or any hog, pig or dog, or any other useful animal, being the property of another; or shall unlawfully, wantonly, wilfully or maliciously destroy or injure the personal property of another, by any means not particularly mentioned or described in this chapter, where the value of the personal property destroyed or injured shall exceed twenty dollars, shall, on conviction, be punished by imprisonment in the State penitentiary not more than five years, or by a fine not exceeding one thousand dollars; or where the value of the personal property destroyed or injured shall be twenty dollars or under, shall, on conviction, be punished by a fine not exceeding one hundred dollars, or imprisonment in the county jail not more than three months, or both such fine and imprisonment, in the discretion of the court.

Approved April 4, 1885.

CHARTER AND AMENDMENTS.

AN ACT

To incorporate the Colorado and Clear Creek Railroad Company.

Be it enacted by the Council and House of Representatives of Colorado Territory.

SECTION 1. That Henry M. Tyler, John T. Lynch, John A. Nye, William A. H. Loveland, Thomas Mason, Albert Gilbert, Milo Lee and Enos K. Baxter, of the Territory of Colorado, and James M. Mills, George Hoyt, John A. Dix, Ebenezer Cook, William W. Wright, Thomas Smull, Luman C. Pollard and William Bond, of the State of New York, and Matthew Laflin, of Chicago, Illinois, and Andrew McKinney, of Boston, Massachusetts, and Samuel A. Wheelwright, George B. Satterlee, William B. Ogden and Jonathan Cox, with such other persons as may associate with them for that purpose, are hereby constituted a body politic and corporate, by the name of the Colorado and Clear Creek Railroad Company, and under that name and style shall be capable of suing and being sued, impleading and being impleaded in law and equity, in all courts in this Territory, may make and use a common seal and alter or renew the same, be capable of contracting and being contracted with, and are hereby invested with all power, privileges, immunities and franchises, and of acquiring by purchase or otherwise, and of holding and conveying real and personal estate which may be needful to carry into effect fully the purposes and objects of this act.

SEC. 2. The said company is hereby authorized and empowered to survey, locate, construct, complete, alter, maintain and operate a railroad, with one or more tracks, commencing at or near the western boundary line of Golden City, in Jefferson County, Colorado Territory, thence running in a westerly direction up the stream of Clear Creek, or Vasquez Fork, to the junction of the north and south forks of said stream, thence up the north fork of said stream to the city of Black Hawk and Central, in the County of Gilpin, Colorado Territory; and from the junction of said forks up the south fork of the aforesaid stream to Idaho and Empire City, in Clear Creek County, Colorado Territory. Also, commencing at the aforesaid starting point, at or near

the western boundary line of Golden City, in Jefferson County, Colorado Territory, thence running in a southeasterly direction, over the most feasible route, to Denver City, thence to Kiowa and Bijou Basin. Also, commencing at the aforesaid place of beginning, at or near the western boundary line of Golden City, in Jefferson County, Colorado Territory, and running in a northeasterly direction to the coal beds on Coal Creek, Boulder City, St. Vrain, Big Thompson and Cache la Poudre, in Colorado Territory, by the most practicable route.

SEC. 3. The said company shall have the right of way for said railroad upon that portion commencing at Golden City and running west to Central City, in Gilpin County, and Empire City, in the county of Clear Creek, and upon the branches of said road running from Golden City to Kiowa and Bijou Basin *via* Denver, and from Golden City to Cache la Poudre *via* Coal Creek, Boulder City, Big Thompson and St. Vrain, shall have the right of way upon and may appropriate to their sole use and control, for the purposes contemplated herein, land not exceeding one hundred (100) feet in width, and for the purpose of depots, side tracks, cuttings and embankments, for building engine houses and shops, or wood and water stations, may take more land, earth or material, as may be necessary.

SEC. 4. All such lands, material and privileges belonging to the Territory are hereby granted to such railroad for the purposes named in the previous section, and may construct such road on or across other railroads, common roads, rivers or streams which it may intersect, in such a manner as not to materially impair their usefulness.

SEC. 5. The capital stock of said corporation shall be five millions of dollars, which may be increased from time to time to any sum not exceeding the amount expended on account of said road, divided into shares of one hundred dollars each, which shall be deemed personal property, issued and transferred as may be provided by the laws regulating said company.

SEC. 6. All the corporate powers of said company shall be vested in and exercised by a board of directors and such officers and agents as they may appoint. The board of directors shall consist of eleven persons, stockholders, five

of whom at least shall be residents of Colorado, who shall be chosen annually by the stockholders, each share having one vote, by person or by proxy, and continued in office until their successors are elected and qualified. Vacancies in the board may be filled by a vote of two-thirds of the remaining directors.

SEC. 7. The president and directors, for the time being, or their officers or agents, are hereby empowered to exercise all the powers herein granted for the purpose of surveying, locating, constructing and operating said railroad and branches, and for transportation of persons, goods and merchandise, and shall have authority of contract and management of the affairs of said company as may be necessary to carry into effect the intent of this act.

SEC. 8. The said company shall have power to make, ordain and establish such by-laws, rules and regulations as may be deemed expedient for the objects and interests of the company; *Provided*, They be not inconsistent with the laws of the United States or of this Territory. They shall have power to establish such rates of transportation of persons and property as may be necessary, and collect the same, and have direction in all matters and things respecting the use of said road and the transportation of persons and property as may be necessary; *Provided*, That the Legislative Assembly of this Territory, or any legislative body having general legislative authority over the country in which said road is located, may, after the expiration of twenty-five years from the passage of this act, and at the expiration of each period of twenty years thereafter, prescribe rates to be charged and collected by said corporation for transporting passengers and freight over said road and the branches thereof.

SEC. 9. It may be lawful for said railroad company, their agents or engineers, for the purpose of exploring, surveying and locating said road, to enter upon any lands, and may require by release, donation or otherwise, any lands, and may hold the same, or convey to others, or use the same in any manner deemed for the interests of said company.

SEC. 10. If said company cannot obtain the right of way by purchase or otherwise, or the owner refuse to

agree upon terms, or when the owner is unknown, dead or under age, or an idiot, either party may make application to the District Judge where the land is situated, upon notice posted ten days in some public place, asking the appointment of commissioners to appraise the damage to land and property acquired for the purpose of the road, and said damages, if any, shall be appraised by said commissioners, and said appraisement shall be subject to an appeal by either party, if made within twenty days, on giving bonds for costs to the District Court of the district wherein the property is situated.

SEC. 11. Upon such application being made to such judge, he shall appoint seven disinterested persons to act as commissioners for the appraisal of such damages, taking into consideration the advantages as well as any injury to the parties interested in such lands; said commissioners shall, by public notice, appoint a time and place, and may adjourn, if necessary, for hearing of parties, and proceed to examine the land, ascertain and determine the damages, if any, and, under oath, impartially and justly to appraise the land necessary for the use of said company, and faithfully perform the duty to the best of their judgment and ability. They, or a majority of them, shall make up and sign the award to the parties, embracing a description of the lands and amount of damages to each, and make a return of their doing to the judge of the District Court. The commissioners making such appraisal shall be entitled to pay for their services at the rate of five dollars per day and ordinary traveling expenses, which shall be paid by said company.

SEC. 12. If any person shall carelessly, willfully or maliciously hinder, delay or obstruct the workmen or the passage of trains, or shall place any obstructions on the track, or in any manner impair or destroy any tools, cars or other property of said railroad, or pertaining to it, or aid or abet any person in the commission of such trespass, all such persons shall forfeit and pay said company, or agent, treble the damages as shall be proven before any court, and shall be liable to indictment and imprisonment for a term not exceeding five years, in the discretion of the court who shall try the same.

SEC. 13. Subscriptions to the stock of said company may be made in land in the same manner as in cash, and said company are hereby authorized to hold, purchase and convey the same, as they may deem for their interests.

SEC. 14. The company are hereby authorized to issue bonds upon their road, and hold or sell the same in such amounts, upon such terms, above or below par, and at such rates of interest as may be determined by said company, and which shall be binding upon the parties interested; *Provided, however,* That said bonds shall not be issued for a less sum than five hundred dollars.

SEC. 15. Said corporation shall, within a reasonable length of time after said road or branches are definitely located, cause a map and profile to be made of the route of said road, and file the same in the office of the Secretary of the Territory.

SEC. 16. The company shall have power to make such contracts and arrangements with other railroads which connect with or intersect the same as may be mutually agreed upon by the parties, for leasing or running their roads, or any part thereof, in connection with roads in other States and Territories, and shall be empowered to consolidate their property and stock with each other, such consolidation to take place whenever such companies shall respectively agree upon the terms and conditions, and shall have all the powers, privileges and liabilities that they may hold by their separate charters, by filing a copy of such article of consolidation in the office of the Secretary of the Territory.

SEC. 17. It shall be lawful for any incorporated town or city, and the several counties of this Territory, to subscribe to the capital stock of said company, and to take as many shares of the stock thereof as shall, by the people of such incorporated town, county or city be authorized, in the manner hereafter provided, and such town, city or county may issue bonds to secure any amount so taken and subscribed, and in such way and manner and for such length of time as the corporate authorities of such city or town, or the county commissioners of any county shall determine; *Provided,* That before any stock shall be taken as aforesaid by any town, city or county as aforesaid, the question whether such stock shall be taken or subscribed shall be submitted to the

legal voters of the town, city or county which proposes to subscribe to the capital stock of said company, at some general election, and if a majority of the legal voters of such town, city or county shall declare in favor of such subscription to the capital stock, the same shall be taken and subscribed, otherwise such stock shall not be taken and subscribed.

SEC. 18. The said railroad shall be free from taxation, either Territorial or State, county and town tax, during the term of its building.

SEC. 19. That said company shall survey, or cause to be surveyed, that part of said railroad commencing at or near the western boundary line of Golden City, in Jefferson county, Colorado Territory, and ending at Central City, Gilpin county, Colorado Territory, within four months, and the survey of the branches of said railroad to be completed within one year from the passage of this act.

SEC. 20. The said company shall complete the grading of that part of said railroad beginning at or near the western boundary line of Golden City, Jefferson county, and terminating at Central City, in the county of Gilpin, in the Territory of Colorado, within three years from the passage of this act, and within six months thereafter the said company shall complete and finish said railroad, with the necessary rolling stock for practical operation, and that portion running up the south fork of Clear Creek to Empire City shall be completed within four years; and that branch of said railroad running in a southeasterly direction from the town of Golden City to the coal beds on Coal and Boulder Creeks, St. Vrain, Big Thompson, and Cache la Poudre, shall be completed within five years; and the other branches of said railroad, not mentioned in the foregoing section, to be completed within six years from the passage of this act.

SEC. 21. If the said company shall fail to complete, or fail to cause to be completed, any part, branch or branches of said railroad within the time specified in Section 21 of this act, then the said unfinished branch or branches, as mentioned in Section 2 of this charter, shall be null and void.

SEC. 22. That so much of this act as authorizes or empowers the said corporation to construct a railroad from

Golden City to Bijou Basin by way of Denver City, and all parts and portions of this act which relates to that branch of said railroad, may be altered, amended, modified or repealed at any time hereafter by the Legislative Assembly of this Territory, or any legislative body having general legislative authority over the region of country in which the same is located.

SEC. 23. This act shall take effect and be in force from and after the passage thereof.

Approved February 9, 1865.

AN ACT

Supplemental and amendatory to an Act entitled "An Act to incorporate the Colorado and Clear Creek Railroad Company."
Approved February 9, A. D. 1885.

Be it enacted by the Council and House of Representatives of Colorado Territory:

SECTION 1.¹ That said act be and the same is hereby amended as follows; to wit: After the word Territory, in the twelfth line of the second section, insert the following: "And from thence over the Berthoud Pass, or by the most feasible route, to the west boundary of said Territory, in the direction of Provost City, in the Territory of Utah." In line sixteen of said section two, after the word "thence," strike out the words "to Kiowa and Bijou Basin," and insert "in a southeasterly direction to a point on the eastern line of said Territory, where the Union Pacific Railroad intersects said east boundary line." Add to the end of said section two the following: "Also commencing at the initial point aforesaid and running thence over the most practicable route, in a northeasterly direction, to the east boundary line of said Territory, at a point where the northern branch of the Pacific Railroad intersects said eastern boundary."

SEC. 2. In section five, before the word "five," in line one, insert the word "twenty."

SEC. 3. Strike out all of section nineteen.

SEC. 4. Amend the title of said act so as to read, "An act to incorporate the Colorado Central and Pacific Rail-

road Company," and wherever the said title occurs in said act strike out said title and insert the words, "Colorado Central and Pacific Railroad Company."

SEC. 5. That said company shall be and is hereby authorized to bond their road-bed and fixtures to an amount not exceeding the sum of fifteen thousand dollars for each and every mile, to such person, persons or corporation, and upon such terms as they may see fit.

SEC. 6. This act shall take effect and be in force from and after its passage.

Approved January 20, A. D. 1866.

FILING OF ACCEPTANCE.

DENVER, COLORADO TERRITORY, January 14, 1868.

To Honorable Frank Hall, Secretary of Colorado Territory:

SIR—This certifies that at a meeting duly held on this, the fourteenth day of January, A. D. 1868, by the stockholders of the Colorado Central and Pacific Railroad Company, incorporated by the Territorial Legislature of Colorado, the following resolution was adopted:

Resolved, By the stockholders of the Colorado Central and Pacific Railroad Company, that we do hereby signify the acceptance of "An act relating to railroads, wagon-roads and mining companies, subscription to stock, issue of bonds, taxes to pay interest and principal by counties, cities or towns, and for other purposes," approved January 10, A. D. 1868.

The said Colorado Central and Pacific Railroad Company do hereby assent to all the provisions of said act, and in order that said company may have the benefit thereof, request that this resolution be filed in the office of the Territorial Secretary in compliance therewith.

[SEAL]

T. J. CARTER,
President Colorado Central and Pacific Railroad Co.

Attest:

ARTHUR C. HARRIS, *Secretary, pro tem.*

STATE OF COLORADO, }
 SECRETARY'S OFFICE, } ss.

I, Wm. M. Clark, Secretary of the State of Colorado, do hereby certify that the foregoing is a correct transcript of the resolution of the Colorado Central and Pacific Railroad Company, which was filed in this office the fourteenth day of January, A. D. 1868, at 2:30 o'clock P. M., and admitted to record.



In Testimony Whereof, I have hereunto set my hand and caused the Great Seal of the State to be affixed, this thirty-first day of December, A. D. 1877.

WM. M. CLARK,
Secretary of State.

RESOLUTION.

That in accordance with a resolution of the stockholders at the annual meeting held on the fourteenth day of January, A. D. 1868, that the name of this corporation be "The Colorado Central Railroad Company."

Dated, Denver City, January 12, A. D. 1869.

I hereby certify that the foregoing is a true copy of the resolution passed at the annual meeting of the stockholders of the Colorado Central Railroad Company, held at the Tremont House, in Denver City, Colorado Territory, January 12, A. D. 1869.

Witness my hand at Golden City, this thirteenth day of January, A. D. 1869.

D. C. CRAWFORD,
Secretary pro. tem.

Recorded January 26, 1869, at 4:21 o'clock p. m.

ERRATA.

Page 28—For “\$606,860.77,” second line from top under head of taxes, read “\$602,971.17.”

Page 28—The figures as to the following roads should read as follows :

| | |
|--|-------------|
| Denver and Boulder Valley | \$ 7,238 52 |
| Georgetown, Breckenridge and Leadville | 718 87 |
| Golden, Boulder and Caribou | 1,788 30 |
| Greeley, Salt Lake and Pacific | 17,043 45 |

Page 28—The total taxes should read “\$602,971.17,” instead of “\$606,860.77.”

Page 88—Table XIII, column of earnings, total, transportation earnings of the following roads are given. Total earnings should be given to read as follows :

| | |
|---|------------------|
| Atchison, Topeka and Santa Fé | \$ 13,553,595 08 |
| Burlington and Colorado | 652,383 92 |
| Colorado Central | 1,397,842 30 |
| Denver, Utah and Pacific | 60,871 00 |
| Denver and Rio Grande..... | 5,485,434 77 |
| Denver, South Park and Pacific | 1,102,938 50 |
| Denver and New Orleans..... | 120,256 14 |
| Denver and Boulder Valley..... | 96,793 94 |
| Georgetown, Breckenridge and Leadville..... | 11,659 09 |
| Greeley, Salt Lake and Pacific | 67,120 69 |
| Union Pacific Consolidated..... | 17,828,919 10 |

Total should read “\$40,435,554.33,” instead of “\$39,509,396.03.”

Page 88—Column of per train mile Union Pacific Consolidated , for 10.50 read 1.05.

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